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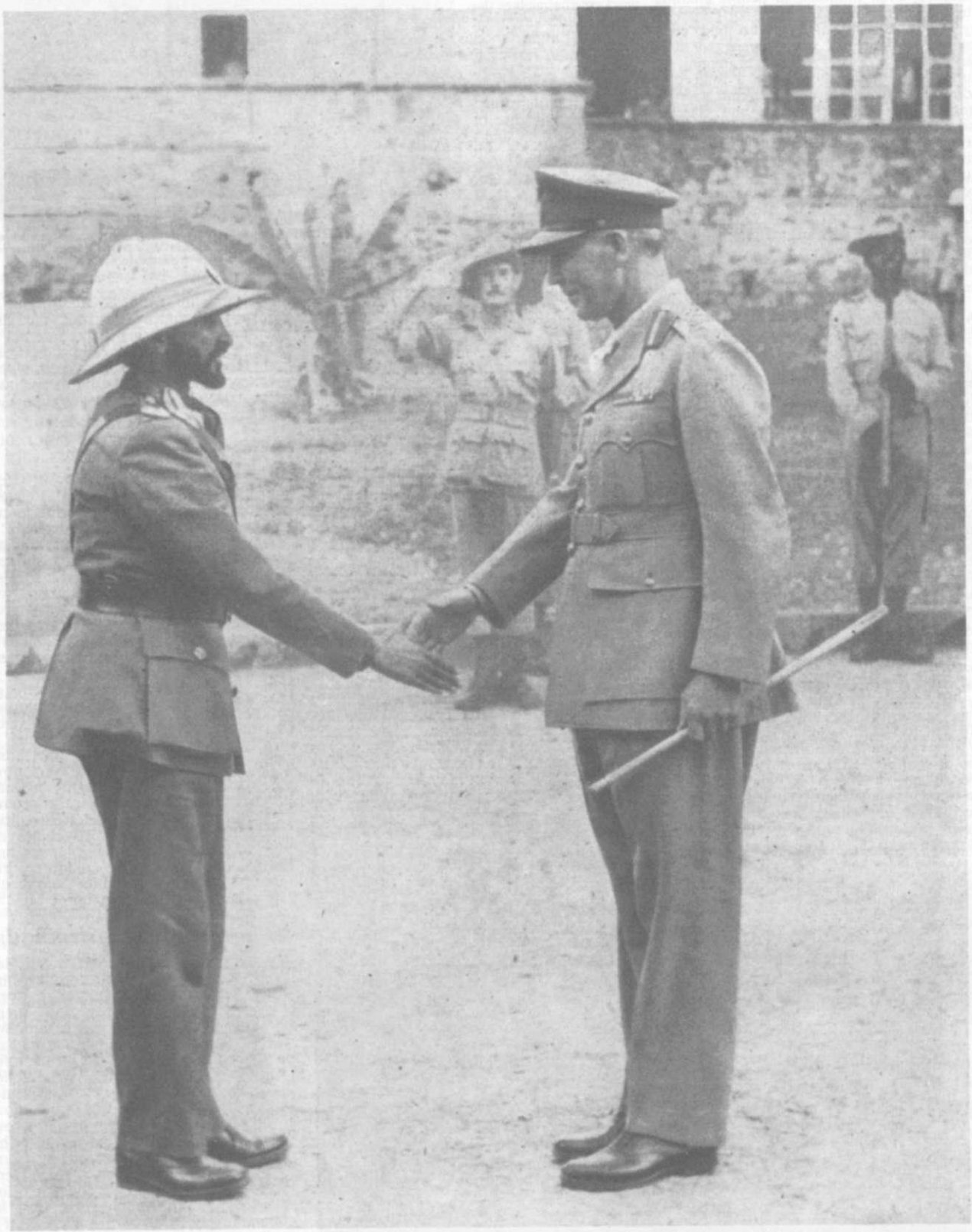
Edited by Sir John Hammerton

FOURPENCE WEEKLY



HAILE SELASSIE and **GENERAL CUNNINGHAM**, British Commander-in-Chief in East Africa, shaking hands on their victory. Time has its revenges, but surely none sweeter than the vindication of the rightful ruler of Abyssinia. On May 5, 1936, the Emperor was forced to flee from Addis Ababa after the brutal conquest of his realm by the Fascist bandits. On May 5, 1941, thanks to one of the most brilliant of British military operations, his throne was restored to him, and Mussolini's braggart interregnum ended. *Photo, British Official*

Our Searchlight on the War

Britons' Escape Across Europe

In a recent speech in the House of Commons Mr. Eden related an incident to show how throughout Europe there are thousands, even millions, of people anxious to help the British and longing for their victory. Two British soldiers who had been captured in Northern France were sent to a prison camp in East Prussia. Managing to escape from there, they made a long and hazardous journey through Poland, across Hungary, through Yugoslavia and Greece, until they reached Athens. They knew no word of any language but their own, and yet, owing to their own fortitude and the secret help of sympathizers in all the countries they traversed, they were enabled eventually to rejoin their units, which by now were in the Western Desert. "Hitler," commented Mr. Eden, "though he may rule the lives of these people, cannot rule their hearts."

Postal Delays in Wartime

Considering the difficulties with which the Postmaster-General and his staff have to contend, our letters generally reach us with exemplary promptitude. Mails may, however, be considerably delayed by air raids and other wartime activities, and the Post Office has prepared a stamp of special design which will be impressed on inland correspondence that has been seriously delayed by enemy action. If the delay is slight the stamp will not be used, as this would only cause further delay, perhaps by missing connexion with a delivery. It is about the size of a halfpenny, and shows a bomb enclosed by the words "Delayed by enemy action."

Blockade Runner Caught

Boasting that "Germany always delivers the goods," Capt. Friedrich Brinkmann, master of the Nazi freighter Lech, arrived at Rio de Janeiro on March 3, having run the blockade from Bordeaux. The Lech, a motor-ship of 3,290 tons, started her homeward voyage on March 29, carrying a valuable mixed cargo which included 63 tons of nickel, 1,048 tons of dry salted hides, 1,260 tons of castor oil in drums, 1,500 tons of cottonseed cake, 5,891 kilos of mica, 25 tons of rock crystal, and 960 kilos of coffee. All these items, with the exception of the coffee, are of considerable value to German war industry, and it may be assumed that to the workers themselves the coffee would have been of equal importance. On May 24, however, the Admiralty announced that the Lech had been intercepted and seized by one of his Majesty's ships. When war broke out this vessel, outward bound from Hamburg, took refuge in Vigo, remaining there until 1940. She then unloaded her cargo and proceeded to Bordeaux, whence she sailed for Rio in February of this year. She is a valuable prize ship, and the report current early in May that she had been scuttled to avoid capture was fortunately untrue.

GERMAN MOTOR-SHIP, LECH, tried to run the British blockade but failed, being intercepted while on her way from South America to Occupied France with a valuable cargo.
Photo, Wide World

Iceland Independent

Stockholm was the first to announce on May 20 that Iceland had once more become a wholly independent State, her Parliament, the Althing, having decided to terminate the union with Denmark made in 1918. This Act of Union acknowledged the island as a sovereign state temporarily united with Denmark only through the identity of King Christian X. After December 31, 1940, the Danish Parliament and the Icelandic Legislature were empowered to demand that negotiations be opened concerning the revision of the Union Act. On April 10, the day after the German invasion of Denmark and Norway, the Althing took over all the powers exercised by the King, and also the conduct of foreign affairs, declaring that this was a purely temporary measure. Exactly ten days later British troops landed in Iceland to prevent a seizure by Germany, with the explicit assurance that they would be withdrawn at the end of the war. The Icelandic chargé d'affaires, Hr. Wilhelm Finsen, has stated that one of the reasons for the declaration of independence on May 20 was the difficulty of maintaining communications with Denmark. German propaganda, however, has put about a false story that it was issued under pressure from Great Britain. The British Government has not the slightest intention of interfering in the internal affairs of Iceland or in the relations between her and Denmark. The only reason for the military occupation of the island was to prevent its use as a most desirable German naval base.

'Crete News'

Two days before the invasion of Crete five New Zealanders based at Canea, who had been journalists in civil life, started a one-page news-sheet which they called "Crete News." They worked under difficulties, some of which were due to a shortage of type. There were no large-size "Hs" at all, so headlines had to be devised without using this letter; an "M" reversed was used for a "W." The first two issues had a circulation of about 3,000. Then Nazi dive-bombers got busy over Canea, and the circulation of No. 3 fell to 2,000. While three of the soldier "comps." were grimly setting up No. 4, their two companions having been detailed for urgent duty, bombs rocked the building and a burning house that collapsed at the end of the street cut off the press office. Pausing every now and again to rescue civilians from beneath the debris of wrecked buildings, the determined trio finished the setting and started printing. The following morning 600 copies of the fourth issue of "Crete News" were brought to Headquarters. "We couldn't print any more," apologized the three begrimed men, "for the plant has been burnt out."

Treasonable Listening-In

Death is the penalty risked by any German who may listen in to foreign broadcasts, and the first execution for this "crime" was carried out at Nuremberg on May 17. The victim was Johann Wild, a man of 49, and it was stated that he had not only listened but had passed on the information so received to others. The following day a Polish housemaid of 44 was sentenced to death at Grudziadz for listening to a B.B.C. Polish broadcast. Five persons to whom she had imparted the gist of the broadcast were given sentences ranging from five to ten years' imprisonment. Three Germans in Poland, who had listened to London broadcasts about Rudolf Hess, were let off comparatively lightly with sentences of three to five years, but the German judge commented that in future penalties would be much more rigorous as the British radio had become a serious menace to German rule in Poland.

TWO AIR AMBULANCES have been presented to the R.A.F. by the Silver Thimble Fund. Over 17,000 thimbles have been melted down to provide hospitals, ambulances, and X-Ray sets for the forces, and during its first year's work the Fund raised £18,000, subscriptions having been received from all parts of the Empire.
Photo, British Official: Crown Copyright

The Way of the War

WHY, O WHY, DID IT HAPPEN IN CRETE?

Perchance Official Optimism Is a Greater Menace to Our Cause Than the 'Dangerously Unorthodox' Methods of the Nazis

LET us be fair. The Germans have learnt to use the air in war in a way never before attempted, hardly imagined.

Think how the Nazis employed their planes during the battle in Crete. They have used them as bombers and fighters, of course; they have used them as scouts, as cavalry and as flying artillery, as troop-carriers and supply columns, even as light infantry. They have used them against other planes, against ships, against men on the ground. Never has the versatility of the aeroplane been so clearly demonstrated. It has been revealed as the speediest weapon in the modern armoury, as the most deadly, the most devastating, the most revolutionary—nay more, as the most powerful, since it can destroy armies, limit the operations of navies, drive opposing air fleets from the sky, terrorize peoples and wipe out towns.

"FANTASTIC" is the word most used to describe the fighting in Crete, and that its use is fully justified is plain from every story which has come from that strange battlefield. "Every man for himself is the order of the day" (reads just one account), "since parachutists have been dropping like confetti from clear skies, sometimes landing in the middle of our positions. Each man has been warned that he must be prepared suddenly to find a Nazi at his elbow, and to deal promptly with him.

"Strange as is the scene by day," it goes on, "it is fantastic by night. The sky is lit with flares and tracer shells, while searchlights of the Navy and ground defences pick out the swaying parachutists floating to earth." But however fantastic, the fighting is after all only a more concentrated repetition of the experiences of the last eighteen months.

RIGHT at the very beginning of the war the Germans used their aeroplanes to destroy the Polish airfields and as flying artillery; they also employed them as terroristic weapons against the Polish towns. Rotterdam was but Warsaw carried to a higher degree of infernal perfection. In Norway the Nazis developed the aeroplane as a troop-carrier, thus enabling their front line to be speedily and continuously reinforced; at the same time they smashed our bases, and through their command of the air prevented us from establishing new ones. A few weeks later the dive-bomber came into its own against troops massed on the plains of Flanders and Northern France, while parachutists, after making their debut in Norway, showed what they could really do in the five days' war in Holland. Then the Luftwaffe was flung against the R.A.F. over Britain, but here at last it more than met its match, since our aerodromes were numerous and well-defended, our fighters were better in many ways, our pilots altogether on top.

BUT, returning to Crete, it would seem that little attention had been paid to the lessons of the preceding months. Though we were in the undisturbed occupation of the great Greek island for six months we developed only one airfield and an emergency landing-ground, and built but two more. Even these were so poorly defended that quite early in the battle they were rendered untenable, and the British fighter force had to be withdrawn. True, Crete is a mountainous country, and there are few districts where a really good aerodrome could be constructed; but, on the other hand, there are many stretches of country sufficiently level to provide safe landing for troop-carriers. The Germans realized this, and took full advantage of it. Moreover, just as in Greece a few weeks before, so in Crete; as soon as the British were driven out of the island the Germans at once set about the construction of aerodromes and landing-fields. A numerous and highly efficient ground staff was rushed to the island, and in a few days quite a number of air bases were in operation—bases from which all our positions in the Near East are now threatened. Still more significant, the attack on Crete was delivered from aerodromes which had been established in Greece and the Aegean islands since at the earliest May 1. Yet in Greece, as in Crete, it was the same story: our defeat was attributed in large measure to the impossbility of constructing aerodromes. Thus the Germans were able to do in three weeks what we did not find time or means to do in six months.

WE did not build aerodromes beyond a mere handful, we did not protect those we had built; we did not mine them even when they had to be abandoned. We had nothing like enough planes—fighters, bombers, dive-bombers. So it was that we were unable to counter effectively the gliders trailed behind the Junkers, the cheap and flimsy troop-carriers which were crashed in their hundreds on the beaches and rocks of Crete; crashed—but they got the men there all the same.

All that has happened in Crete might have been foreseen and, no doubt, was foreseen in many quarters. But even that able commentator, Air-Commodore L. V. Goddard, broadcast on May 22, when the battle for Crete had just begun, the soothing statement that "Never fear, air-borne forces by themselves will not capture that island. Please do not suppose that some new and unexpected danger to us has just emerged. We are prepared for air-borne forces. They are extremely vulnerable to good defences..." There can be no doubt that he was expressing the official view; and even after the battle, after the air-borne forces *had* captured the island—largely because we had no "good defences"—a "high spokesman of the R.A.F." in Cairo declared blandly that "There is no chance of further German operations like those in Crete, in which they used 1,000 planes. Hundreds were destroyed . . .

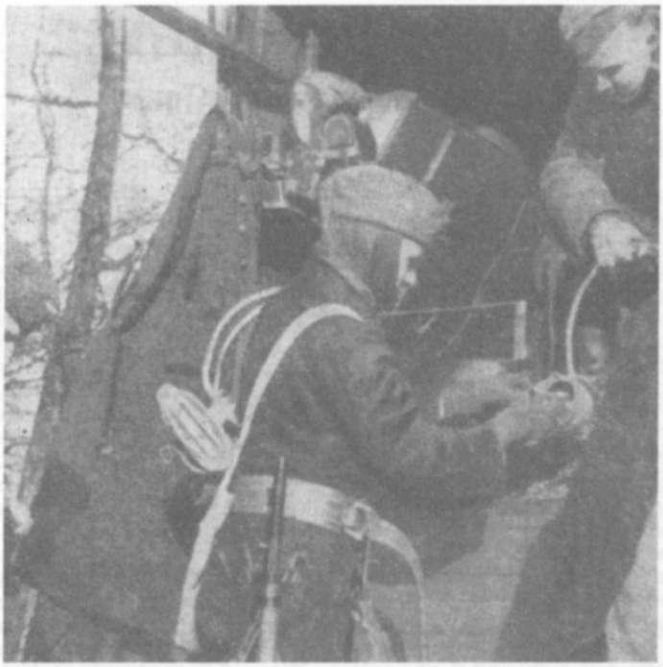
"IF the Germans carried the Luftwaffe to the mainland of Africa or Asia Minor," he went on, "the situation would be largely reversed; even should they attempt an air invasion of Cyprus they would not have the same vantage positions for bases as in the attack on Crete. . ."

That is the sort of blind, incorrigible, ostrich-like optimism that loses battles, even wars.

E. ROYSTON PIKE

'DANGEROUSLY UNORTHODOX'—to quote a phrase from an Australian correspondent of "The Times," writing from Cairo—the German methods of making war may be, but at least they are victory-winning. Amongst them are the parachute troops, which have been used with great effect in all the German campaigns. This photograph from the "Berliner Illustrierte Zeitung" shows parachutists who, immediately after landing, have established a machine-gun post

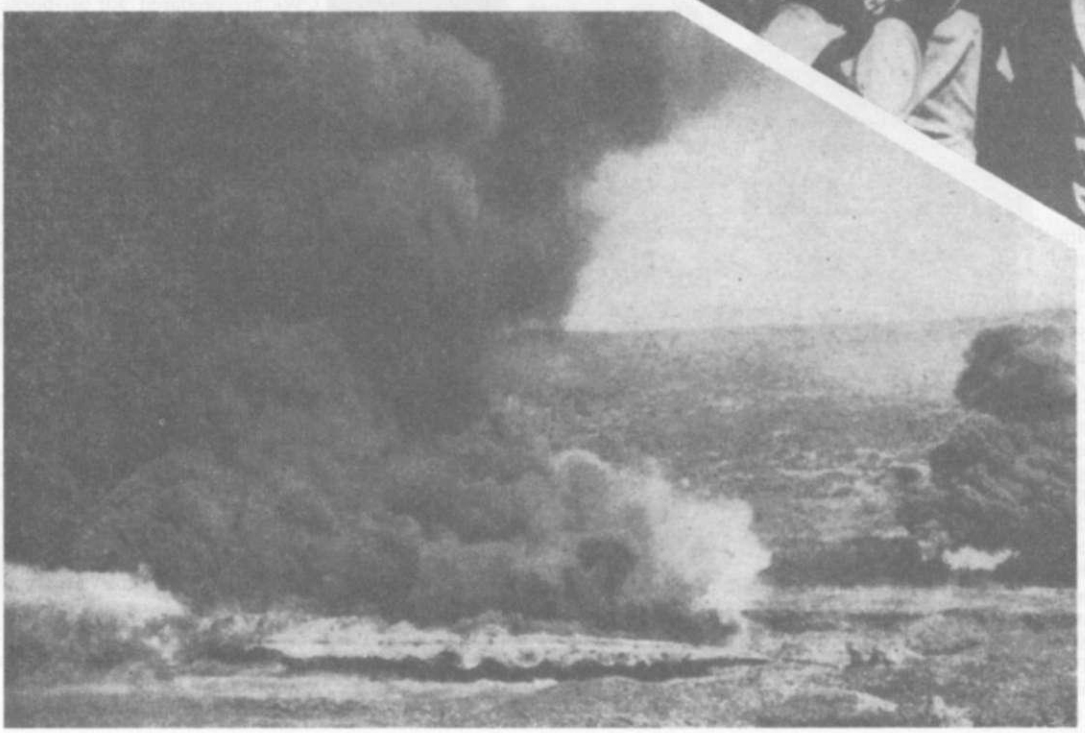
New 'Cogs' in Hitler's Murder Machine



German soldiers landing a light gun. The enemy is continually trying to perfect his technique in the trans-shipment of men and weapons as part of his dream of world conquest. Left, Nazi paratroops being handed radio sets preparatory to boarding an aeroplane.

THE AMPHIBIAN GLIDER, many of which were used in Crete, several being towed at a time behind troop-carrying planes. Here is a one-seater glider adapted for descent on sea or land.

German observation and flak ship men patrolling the Aegean are now wearing camouflaged jerkins of oilskin painted with irregular blotches and designs. This simple disguise makes it difficult to identify these soldiers in the rock-girt islands of the Grecian Archipelago.



The Germans attacking Crete made use of smoke-screens. Here are troops advancing under such cover. The smoke-screen, or artificial fog, may be said to symbolize the whole Nazi movement. To create confusion and pollute the atmosphere has proved a strong weapon in Hitler's criminal strategy.

Photos, E.N.A., Keystone

This Is How They Got Away From Crete

"Dunkirk seemed a picnic by comparison." In these words one who went through both evacuations summed up the withdrawal from Crete. Below we tell the story, very largely in the words of men who were there, either as soldiers fighting their way to the coast or in the ships of the Royal Navy that effected their rescue.

"AFTER twelve days of what has undoubtedly been the fiercest fighting in this war," announced the War Office on the evening of June 1, "it was decided to withdraw our forces from Crete. Although the losses we inflicted on the enemy's troops and aircraft have been enormous, it became clear that our naval and military forces could not be expected to operate indefinitely in and near Crete without more air support than could be provided from our bases in Africa. Some 15,000 of our troops have been withdrawn to Egypt, but it must be admitted that our losses have been severe."

Many of the troops who had been defending Candia (Heraklion) and Retimo (Rethymo) were evacuated from those places by British cruisers, one of them the Orion, and destroyers.

"We entered the Aegean Sea as soon as darkness fell," said the staff officer in charge of operations on board one of the cruisers, "having successfully avoided the torpedo bombing attack which the Nazis launched to wind up the day's bombing. As we approached Candia we could see Very lights being fired from the front line. Otherwise there were no signs of activity. Although the Germans saw us enter the Aegean they took no further action, and we actually arrived at our rendezvous twenty minutes early, in spite of the delays caused by bombing.

"It was impossible for the cruisers to go close inshore, so destroyers loaded up with the men who were already drawn up by the quayside, transferred them to the waiting cruisers, and went back to pick up more until some 4,000 had been taken on board the two cruisers and five destroyers. Aboard our ship we had 1,100 men. The embarkation took three hours. The Army organization was perfect, and we were able to leave within one minute of our scheduled time, which was 3 a.m. We then made full speed, knowing that bombers would be waiting for us as soon as we rounded the eastern coast of Crete."

Sure enough, at 6 o'clock the next morning three Stukas delivered an attack; another attack came at 7.30, and a third at 9 a.m.

"All this time we were twisting and dodging, but although we successfully evaded most of the bombs it was impossible that all should miss us, as enemy machines attacked from every direction, causing a number of casualties among the evacuated soldiers. The behaviour of the troops was magnificent. The wounded men never complained, while their more fortunate comrades used their Bren guns with such coolness that it was almost like a drill display. Others manned hoses and helped to get fires under control, and assisted in handling the ammunition supplies. I cannot tell you how really magnificent those chaps were."

"NOW do you understand?" *Cartoon by Zec, from the "Daily Mirror"*

Far more difficult was the evacuation of the men engaged on the main battlefield, in the Suda Bay region, at Canea and Maleme. They could not be withdrawn by sea, and so there was nothing for it but a 30-mile trek across the mountainous backbone of Crete to the southern shore. This, moreover, is almost harbourless, with steep cliffs rising precipitously from the sea.

It was a terrible march. For 48 hours they struggled across the mountains. They were hungry and thirsty, cold and weary beyond description. The weather was vile; now it rained, now it snowed, now hailed. Then the sun broke through again, and it was baking hot. The enemy were close at their heels, kept at bay by only a tiny rearguard, and the sky was filled with Nazi planes which bombed them continuously.

THE ISLAND OF CRETE, showing the mountainous character of the country, with alluvial plains along the northern coast, scenes of recent fighting. Crete, which has an area of 3,235 square miles, is 160 miles long. Cyprus, the Nazis' next objective, is somewhat larger, being 3,572 square miles in extent (see map in page 609).
Specially drawn for THE WAR ILLUSTRATED *by Felix Gardon*

FIGHTING FIT, this Maori who trained in England is typical of the Maori warriors who made bayonet charges at Suda Bay with the Australasian forces. *Photo, Wide World*

They had no protection from this air assault. The roads along which they staggered were nothing but tracks. They had no certainty of rescue even when they reached the coast. Still they kept on.

"Strange, unconscious discipline," wrote the "Daily Mail" Special Correspondent, "co-ordinated the whole column as they clambered painfully southward across Crete. Men marched with rocks cutting their boots and sweat running in their eyes. In blazing sunshine they climbed mile after twisting mile to surmount the great screen of jagged mountains which runs east to west across the island like a cockscomb. But when aircraft appeared they vanished instantly, for one man's movements might mean death for all. They grew desperately thirsty, for there are no streams in these barren uplands . . . Past burned-out lorries and dead Greeks, the column slithered down seawards. Ten miles from the shore they reached a region of eerie caves, and men stumbled into them and flung themselves in safety on the floor while the Luftwaffe turned on their evening blitz. As men's strength waned they jettisoned pyjamas and spare socks and anything that added weight and was not vital. Finally they lay down beside the road and waited their turn to cover in darkness the last mile and a half to the sea, where there was absolutely no cover."

Theirs was a weird experience indeed. Said one of the officers a day or two later:

"We lay end to end all along either side of the road to let the wounded through. They stumbled by, silhouetted against the dark night sky—a strange, contorted procession. You could hear their feet shuffling along the track and sometimes the sound of their breath coming in hoarse gasps. Sometimes there would be a gap, and then a single limping figure shouting as he tried to catch up. We waited five hours before we got the signal to move. Then we blundered on in the darkness on our way out to the warships and safety."

One of the ships engaged in the embarkation from the southern end of Crete on the night of May 29 was the Australian cruiser Perth, which embarked altogether 1,200 men.

"We moved in after nightfall," said her captain, "put three gangways down, and got 800 aboard in the first hour. Nearly every man, once he reached the cruiser, simply fell flat out on the decks. Our cooks made these 1,200 men 420 gallons of hot cocoa to help give them a boost."

As soon as the troops had been taken on board, the cruiser set sail, but before she reached port she was bombed solidly for seven hours one day, for thirteen hours on another. It was in this fashion that some 15,000 men were taken off Crete.

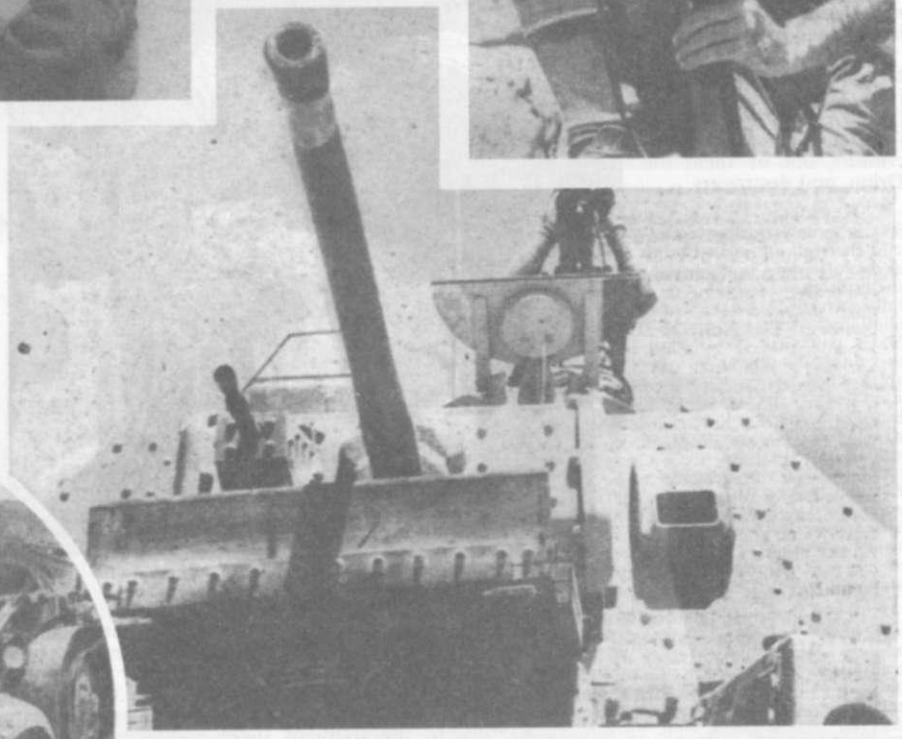
Our Patrols Active in the Western Desert

Thirst is prodigious in the heat of battle, and nowhere more so than in the Western Desert. The watermen move up thousands of gallons of chlorinated water for the thirsty troops.

BEHIND the laconic communiqué, "Our patrols were active in the Western Desert," lies many a thrilling tale of enemy columns bombed and shot up on the move, of tank encounters in the desert sands and sharp, bitter skirmishes. The German army paper "Die Wehrmacht" pays tribute to our men at Sollum, saying: "British armoured patrols are hard to fight. Like ghosts, they suddenly appear from the darkness and attack before our machine-guns can open fire."

This hairy Tommy has picked up a good souvenir, a German automatic rifle, and has awarded himself a foreign decoration for his astuteness.

Below, the commander of a British tank operating in the Western Desert scans the plains for a sign of the enemy.



Left, an R.A.F. maintenance man overhauls the rudder controls of a Wellington bomber. Above, three British soldiers cast critical eyes over a captured German tank. In the circle are the remains of what was once a German lorry, one of a convoy shot up in the Western Desert.

Photos, British Official: Crown Copyright

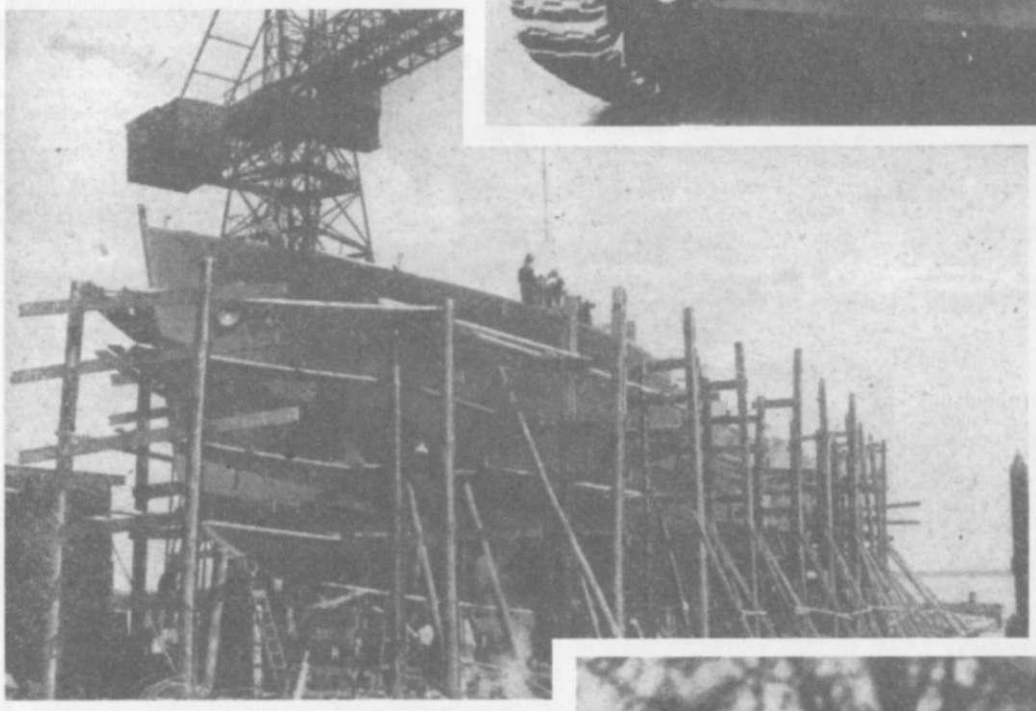
How Britain Transports Troops by Air

TROOP-CARRYING AIRCRAFT are of vital importance in the Middle East, when bodies of men may have to be sent from one vital keypoint to another over country where no roads or railways exist. Among the best-known of British troop-carrying planes is the Bristol Bombay bomber-transport monoplane, one of which is seen above about to land at an aerodrome near a desert town. When used as a transport a crew of three is carried and there is accommodation for 24 fully-armed troops. In the circle officers and men are seen seated in the cabin of a Bombay. Seating can be removed to make room for ten stretcher cases or for war material. *Photos, British Official*

Canada's Industries 'Go to It' With a Will

PUNCTURE-PROOF TANKS for Canadian-built Hurricanes are being covered with layers of rubber brought to Canada from British Malaya.

25-TON TANK, the 14,000 parts of which were made entirely in Canada, being inspected by (left to right) Mr. C. D. Howe, Canada's Minister for Munitions, Brig.-Gen. Stuart, Vice-Chief of General Staff, and Mr. J. L. Ralston, National Defence Minister.



Corvettes in great numbers, both for the Royal Navy and for the Royal Canadian Navy, are being built in the Dominion under the wartime ship construction programme. The one on the left is nearly ready for launching.

EVERY month from now on, as in the past, will see more Canadians with you to share in your defence.

During the year we shall dispatch to Britain a third infantry division, a tank brigade, an armoured division and many reinforcements.

Ships of Canada's Navy have, as you know, been engaged with your ships in the coastal waters of Britain. Other Canadian ships are taking their part in the duties of convoy on the great passage-way of the Atlantic.

In the Royal Canadian Air Force we have today 50,000 men ; every day that valiant brotherhood receives many new comrades in the proud partnership we enjoy with Australia, New Zealand and the United Kingdom in the British Commonwealth Air Training plan. This year that plan will double the number of its enlistments.

In this land over 50 training schools, 20 manning depots and 20 recruiting centres are already in operation. From this source is flowing to Britain an ever-growing stream of pilots, observers and gunners.

In this war of machines we are making machines of war for you as well as for ourselves. We will also continue to send you all the food which ships can be found to carry, but we will not stop there ; we recognize the tremendous financial burden you are bearing. That burden, as well, we are ready to continue to share in increasing measure.—*Mr. Mackenzie King, Prime Minister, in a broadcast from Canada on June 2, 1941.*

PRESIDENT AND PREMIER confer at Palm Springs, Georgia, where Mr. Mackenzie King (right), Prime Minister of Canada, called on Mr. Roosevelt and had an informal conversation during the latter's holiday there.

Photos, Sport & General, Planet News, Associated Press

After Crete—Will It Be Cyprus Next?

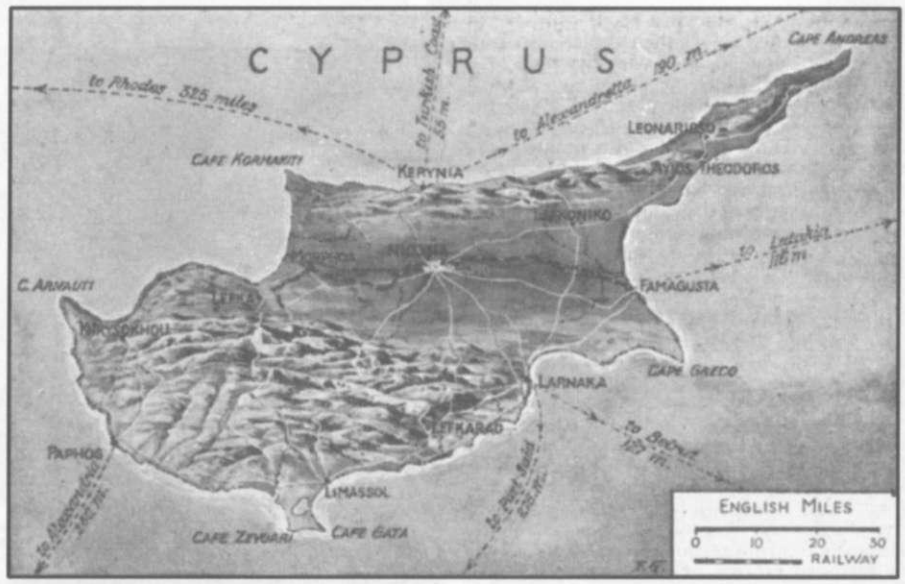
Hardly had the Germans established themselves in Crete when it was surmised that an attack on Cyprus would be the next item in Hitler's programme. Below we give some details of the island and its people, with some suggestion of its strategical importance.

IT was Benjamin Disraeli who secured Cyprus for Britain. That was in 1878, and from then until 1914 the island was a protectorate of the British Crown. Not until 1914 was the island definitely annexed as a Crown colony. Cyprus is described as Europe's third largest island; other geographers will have it that Cyprus is in Asia. Certainly the nearest coasts are in Asia; the mountains of Lebanon can be seen from Famagusta on a clear day. Its area is given as 3,572 square miles, which may be compared with Crete's 3,235; it is about 140 miles long by 60 miles wide at its greatest breadth.

The western half of the island is a tumbled mass of pine-clad mountains, and there are mountains, too, behind the northern coast. Between the two ranges is a broad plain known as the Mesaoria or Messaria, consisting for the most part of open, uncultivated downs, but with cornfields in the northern region. This big plain has been described by Sir Ronald Storrs, an ex-Governor of Cyprus, as one great airfield, a fact which, no doubt, the Germans have noted—and, let us hope, not only the Germans. Of rivers there are none worthy of the name; nothing more than tiny, tinkling streams which at the height of the rainy season, i.e. December and January, become swollen torrents, emptying into the marshes near the sea. The coastline is broken by many bays and capes, but there are no natural harbours of any size. Famagusta is an ancient port, but it is capable of taking only small vessels. On the south coast there are good and safe open anchorages at Larnaka and Limassol. This time of the year is the island's hot season; from May to November little, if any, rain falls, and the soil becomes parched, cracked and dry.

At the last census in 1931, the population of Cyprus was given as just under 350,000, of whom 64,000 were Moslems (Ottoman Turks). The remainder were Christians: Greeks by race and speaking a Greek dialect. In the country districts there are Turkish villages and Greek villages, and seldom do the two races mix; in the towns they live in separate quarters and are represented on the local councils proportionately to their numbers. Each village has its Mukhtar, or headman, who is appointed by the Governor—since 1939 Mr. W. D. Battershill. The judicial system also recognizes the division between the two races.

There are only four towns of any size: Nicosia, the capital, which lies in the centre of the island, and the three seaports of Limassol, Larnaka and Famagusta. Most of the people are peasant farmers, producing crops of wheat and barley, cultivating their vines, and growing fruit and vegetables which find a ready market in Egypt. They are a picturesque folk; the Greek in his white shirt, baggy black breeches, and wide straw hat, and the Turk in his bright-coloured shirt, white baggy breeches, fancy socks, and scarlet fez. The Moslem women still wear the yashmak.

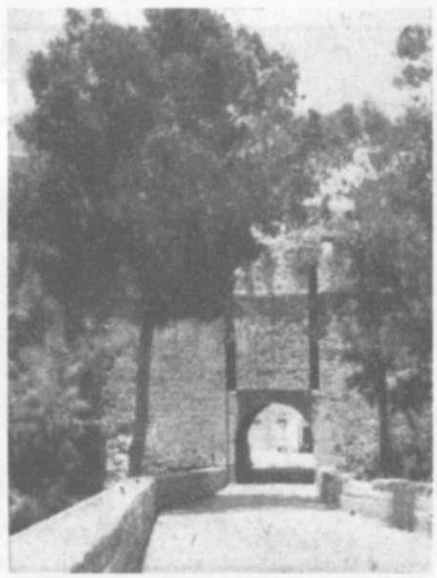


THE ISLAND OF CYPRUS, which lies at the extreme east of the Mediterranean, is a strong point in the defence of Syria and Palestine. Similar to Crete in terrain, its area is 3,572 square miles or slightly less than half the size of Wales. This map shows the distances to the Turkish coast and Syrian and Egyptian ports. *Specially drawn for* THE WAR ILLUSTRATED *by Felix Gardon*

A few weeks ago the island was bombed for the first time, by Italian aircraft, but since the invasion of Greece it has been the scene of intense military preparations. The R.A.F. has established bases there, and there are also seaplane bases; the British garrison has been reinforced, and many of the Australians who fought in Greece have been transferred there. Recruiting for the Cyprus Regiment is in full swing. There are also a Cypriote Home Guard and A.R.P. organizations. Now the black-out is being tightened up, all the signposts have been taken down, and many of the people are evacuating the closely packed towns for the villages. For Cyprus is now on the edge of the war. At any moment it may be attacked by Hitler's dive bombers, troop-carriers and parachutists, coming, perhaps, from Rhodes, Crete (350 miles), or from the little island of Castellorizo, close to the Turkish coast (150 miles).

Lt.-Gen. Sir J. H. Marshall-Cornwall, appointed General Officer Commanding-in-Chief the British troops in Egypt, is one of the greatest authorities on the Middle East. *Photo, Walter Stoneman*

CYPRIOTE SOLDIERS, in readiness for a possible German attack on the island, are here seen undergoing training with a Lewis gun. *Photo. G.P.U.*



IN FAMAGUSTA, a seaport of Cyprus. This is the main gate, typical of Roman and medieval architecture to be seen in the principal towns. *Photo, Dorien Leigh*

Britain's Friends Return to Power in Baghdad

After a month of intermittent fighting the revolt in Iraq collapsed at the end of May with the flight of Rashid Ali, and the pro-British Regent and party reassumed the Government. Thus in one corner of the Middle East, at least, the situation was once again rendered favourable to our cause.

RASHID ALI, the pro-Nazi usurper in Iraq, fled across the frontier into Iran on May 30, and with his flight the military revolt, which he staged on April 3 and which for a month past had taken the shape of war with the British forces, came to a summary end. He fled not a moment too soon, since one British column advancing on Baghdad from the north-west had arrived within four miles of the capital, while a second column approaching from the south-west had only three miles to go. Yet another British column advancing up the Euphrates had occupied Ur. Then a fourth column had entered Iraq from Transjordan.

Meanwhile, the legal Regent of Iraq, Emir Abdul Illah, had made a triumphal return to his country, and was already at Fallujah, 40 miles west of Baghdad, where he was greeted by deputations from the capital and other principal centres, and immediately began the task of forming a new government. With him was General Nuri es Said Pasha, three times Prime Minister and negotiator of the Anglo-Iraq Treaty of Alliance. The Regent's return was announced to the people of Baghdad by tens of thousands of leaflets, dropped from the skies by R.A.F. planes.

Armistice in Iraq

Hostilities in Iraq ended with dramatic suddenness the next day when the authorities requested the British Ambassador, Sir Kinahan Cornwallis, to contact the British command at Habbaniyeh by means of the Embassy wireless and ask that British emissaries should be sent with terms for an armistice. The meeting was arranged accordingly, and at 4 a.m. on May 31 our emissaries were taken through the Iraqi lines to the Embassy. Sir Kinahan was roused and taken to the meeting-place, where from the Major-General commanding the British troops he received the terms which were to be presented to the Iraqi authorities. These required that all hostilities should cease forthwith; Iraqi troops should return to their peacetime stations; all British prisoners should be released; Axis prisoners, believed to number about 600, should be interned in Iraq, and Iraqi prisoners to be handed over to the Regent. All were agreed to, and the Armistice was signed. Then on June 3 British troops re-occupied Mosul, the great oil-field centre, thus removing the last element of possible resistance.

ALEPPO is one of the most important towns of Syria. This air photo shows the ruins of its medieval castle and bridge. *Photo, Paul Popper*

Following the signature of the armistice about 500 British hostages—the men who stayed behind after all British women and children had been evacuated on April 29—who had been living in the British Embassy and the United States Legation at Baghdad for a month past, were set at liberty. Some 160 of them had enjoyed the hospitality of Mr. Knabenshue, the American Minister, and on their release they were loud in their praises of the way in which he had protected them from the mob. When Rashid Ali threatened to bomb the Legation and the Embassy, the refugees offered to surrender themselves as prisoners of war. But Mr. Knabenshue, though well aware of the risk involved, refused to consider it, and when he was required to hand over his guests for internment, he insisted that he must first receive written guarantee that they should be treated in accordance with international law. Finally, the Britons were allowed to remain in their refuge, sleeping on mattresses on the floor. Besides the courageous stand he made on their behalf Mr. Knabenshue shared all the inevitable discomforts their presence brought, and from first to last he insisted on taking all his meals with them. On the day the refugees went to the cellars—thinking every minute might be their last—they gathered round him to sing "For He's a Jolly Good Fellow."

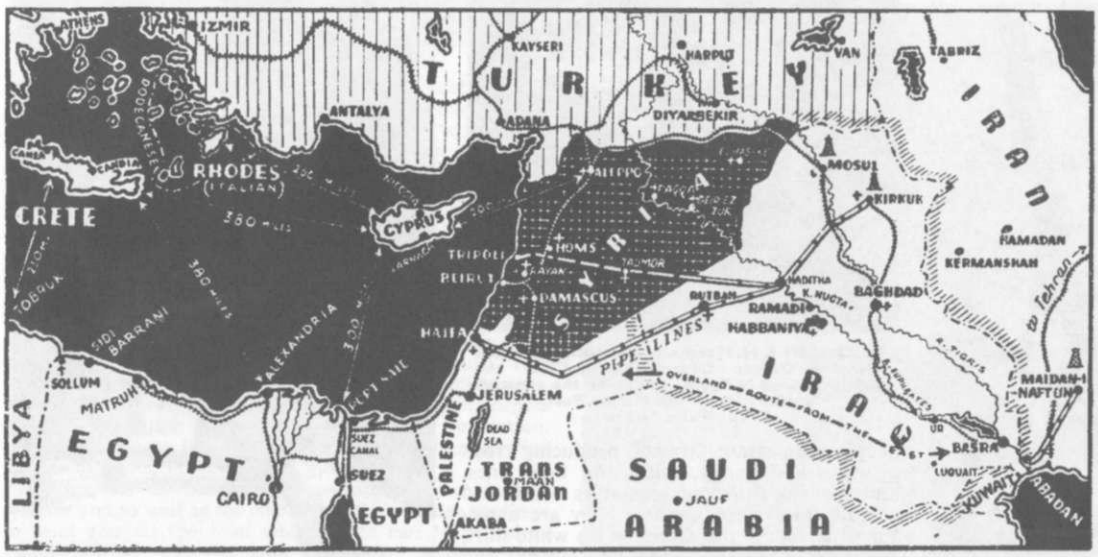
Return of the Regent

On June 1 the Regent, Emir Abdul Illah, returned to Baghdad in state. The young King Feisal, who was reported to have been kidnapped by Rashid Ali, also returned to Baghdad on that date. Escorted by armoured cars, and accompanied by a number of influential Iraqis who formerly held important administrative positions, and who, since the R.A.F.'s *coup*, had been cooperating with the British, the Regent reached the outskirts of the city, where he was met by a huge procession of cars, carrying high Iraqi officials, the British Ambassador and American Minister and General Whitehouse, head of the British Military Command.

"I watched him and his cortège," wrote Reuter's Correspondent, "return triumphantly to the Palace amidst a swirl of white dust. As he entered the palace grounds six sheep were ceremonially sacrificed—a traditional Arab greeting for an honoured guest.

"A guard of honour lined up outside the palace building was inspected by the Emir, while a band played the Iraqi National Anthem. Then the royal standard was hoisted on the flagstaff just outside the palace. After acknowledging the felicitations of a large and enthusiastic crowd assembled outside the palace grounds, the Regent entered the building, where he received expressions of loyalty from the tribal sheikhs—picturesque figures with daggers and bandoliers: from heads of religious communities and the Apostolic Delegate, and from the entire Diplomatic Corps, with the exception of the Japanese and Italian representatives."

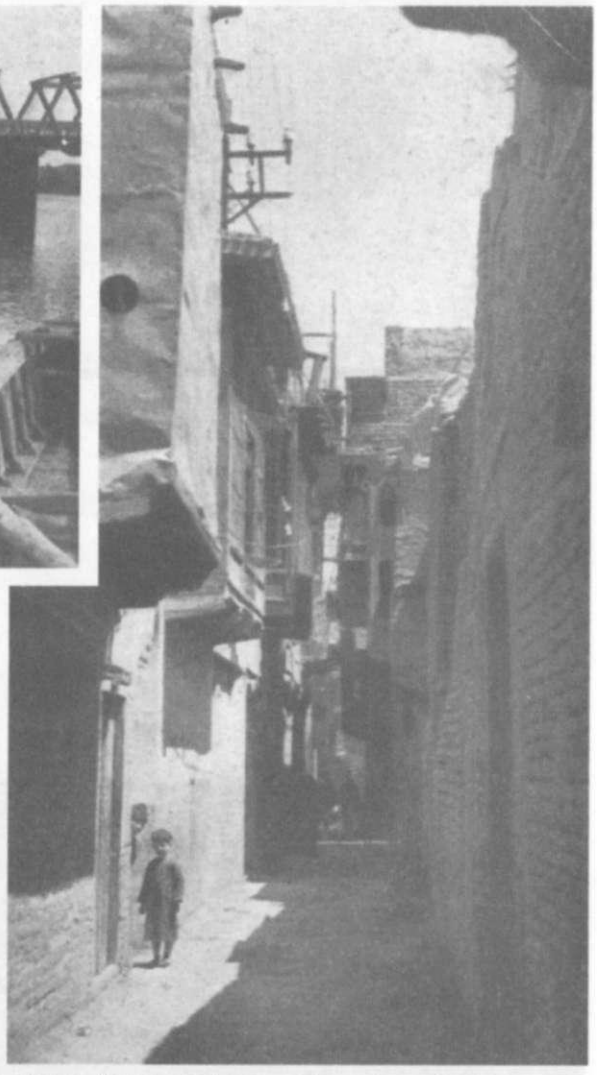
Good it was that the situation had cleared so dramatically in Iraq, following as it did so closely upon the collapse of the campaign in Crete. It was argued, indeed, that to a considerable extent the position in the Middle East had been restored. But still all was not well in this corner of the globe. More and more Nazis were reported to be arriving in Syria. True, Vichy declared that it would be defended against all comers, and General Dentz made it known that "We will defend our possessions with all our might." But such declarations were valueless, in view of Nazi penetration, and on June 8, British and Free French columns under General Wilson invaded Syria.



THE MIDDLE EAST, at present the most active war zone following the German capture of Crete and the invasion of Syria by the Allies—British, Imperial, Indian and Free French troops under General Wilson. This latter stroke, delivered early in the morning of Sunday, June 8, was made necessary by the infiltration of the territory by Nazi airmen and technicians, acting with the complicity of the Vichy Government. The most vital points in the area, so far as Britain is concerned, are Alexandria and Port Said at the entrance to the Suez Canal. *By courtesy of the "Daily Sketch"*

In the Land of the Caliphs—and Oil Kings

MOSUL, on the Tigris, which was occupied by British troops on June 3, 1941, lies 220 miles north of Baghdad. The surrounding country is rich in oil which the Nazis would like so much to seize.

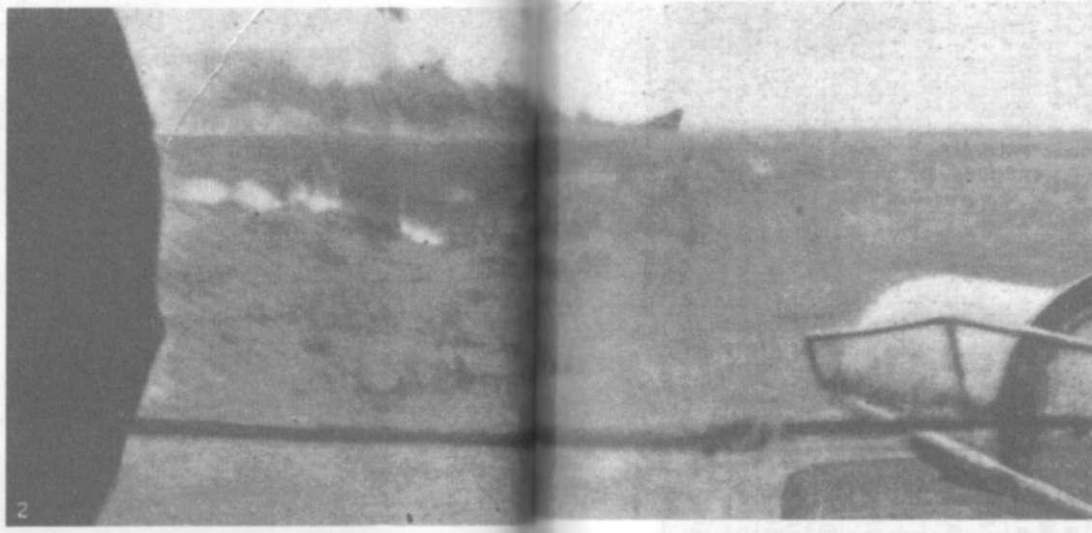


BASRA (left) is Baghdad's trade outlet and chief port of modern Iraq. The Ashar Canal, which links the town with the Shatt-al-Arab, two miles away, is usually crowded with boats.

BAGHDAD, ancient domain of the Caliphs and capital of modern Iraq, is seen above from across the river Tigris. Though modernity is encroaching upon it, Baghdad still has many narrow streets with latticed windows overhanging the roadway like that seen top, right. The city, which under the Turks suffered an eclipse in power and prestige, has of late been regaining her old position as a great market of the Middle East.

Photos, Black Star and G.P.U.

The 'Unsinkable' Sinks: the End of the Bismark as Seen from the



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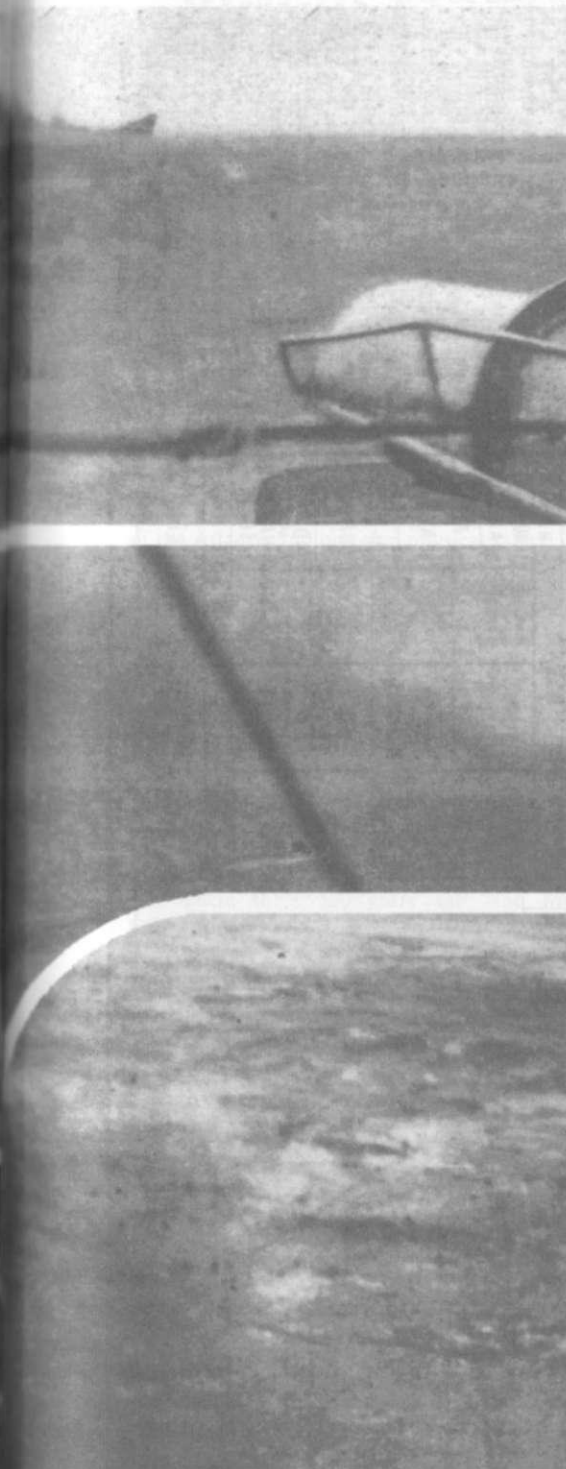
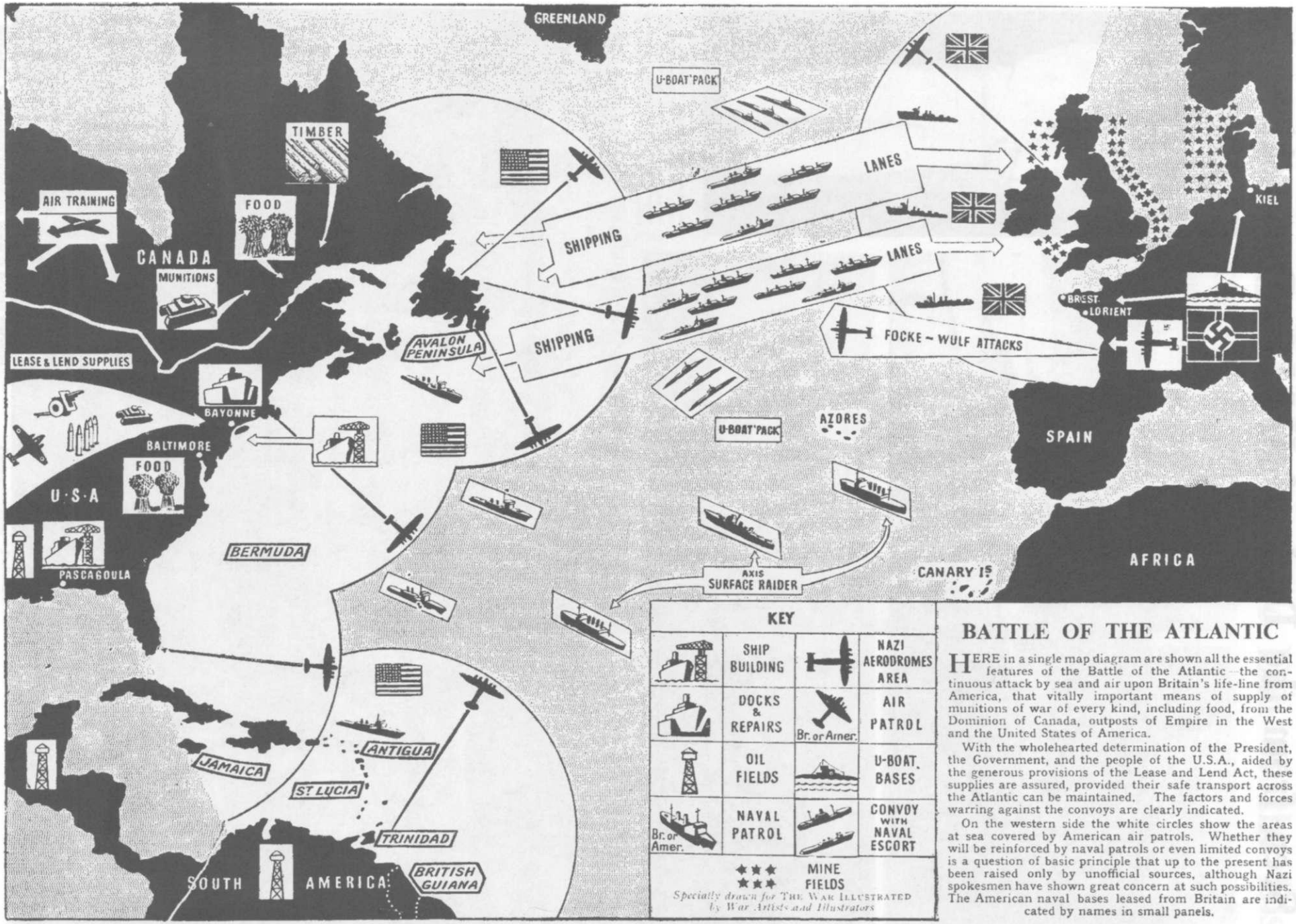




BATTLE OF THE ATLANTIC

HERE in a single map diagram are shown all the essential features of the Battle of the Atlantic—the continuous attack by sea and air upon Britain's life-line from America, that vitally important means of supply of munitions of war of every kind, including food, from the Dominion of Canada, outposts of Empire in the West and the United States of America.

With the wholehearted determination of the President, the Government, and the people of the U.S.A., aided by the generous provisions of the Lease and Lend Act, these supplies are assured, provided their safe transport across the Atlantic can be maintained. The factors and forces warring against the convoys are clearly indicated.

On the western side the white circles show the areas at sea covered by American air patrols. Whether they will be reinforced by naval patrols or even limited convoys is a question of basic principle that up to the present has been raised only by unofficial sources, although Nazi spokesmen have shown great concern at such possibilities. The American naval bases leased from Britain are indicated by names in small panels.

Atlantic Outposts of the New World

With the Battle of the Atlantic approaching its climax, the importance of the islands which stud the surface of the ocean and serve as stepping stones between the Old World and the New becomes ever more manifest. Below we tell something of these islands which, not for the first time, have become entangled in the web of history.

SPEAKING in the United States Senate on May 6, Senator Pepper, a Democrat member of the Foreign Relations Committee, urged that "the United States should not only establish itself in Greenland, but, in conjunction with Britain, should seize Dakar, the Azores, the Canary Islands, and Cape Verde Islands, and assist in the defence of Iceland and Singapore."

Three weeks later Mr. Roosevelt in his "fireside chat" approved the suggestion in so many words when he stated that "the war is approaching the brink of the Western Hemisphere itself—it is coming very close home," and referred in particular to "the Atlantic fortress of Dakar and the island outposts of the New World—the Azores and the Cape Verde Islands." A little later in his speech he mentioned the last two groups which, "if occupied or controlled by Germany, would directly endanger the freedom of the Atlantic and our own physical safety."

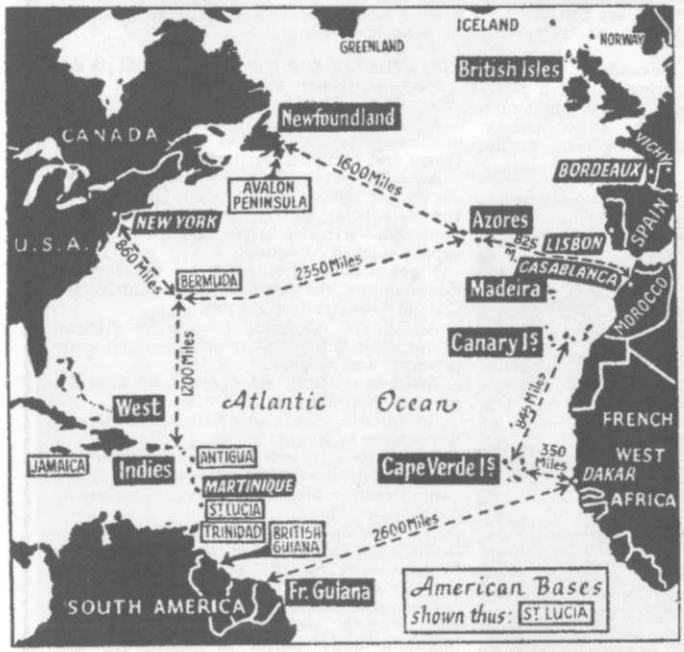
Of these Atlantic outposts, the Azores and Cape Verde Islands belong to Portugal, the Canaries are Spanish, while Dakar is on the mainland of French West Africa.

The Azores form an archipelago of nine islands, divided into three distinct groups and stretching over a distance of some 400 miles. Altogether, they are only a little over 900 square miles in area, with a population of about 260,000. Though of little value commercially, strategically they are of vast importance, situated as they are in mid-Atlantic, about 800 miles from Europe, 1,600 miles from Newfoundland, 2,300 from New York, and rather more from the West Indies. They were first occupied by the Portuguese some 500 years ago, and for centuries they were a rendezvous for the Portuguese fleets making the journey between Lisbon and the East Indies, via the Cape of Good Hope. They are still a frequent port of call, and Horta Harbour in Fayal is a base for the American Clipper planes.

To the south-east of the Azores is Madeira (Cap Funchal), largest of a small group of islands, also Portugal's; its area is 314 square miles and its population some 211,000. Wine is its chief export, principally to Britain; and because of its delightful climate and natural beauty the island has long been a favourite for European tourists. The shipping facilities are not of the best, however.

Some 1,100 miles to the south are the Cape Verde Islands—ten islands and five islets constituting a separate colony administered by a Governor; the Azores and Madeira, by the way, are regarded as part of Portugal itself. The area of the Cape Verde Islands is given as 1,557 square miles, and they have a population of 162,000, negroes and mulattoes for the most part, descendants of the slaves brought to the islands before slavery was finally extinguished in 1878. The capital is Praya, in Santiago; but the most important of the group is St. Vincent. Here at Porto Grande is one of the most important Atlantic coaling and oil-fuelling stations; before the war, indeed, it was used by practically all the ships on the run between South America and Europe.

Portuguese troops, including units of anti-aircraft artillery, leaving Lisbon on their way to strengthen the garrison of the Azores. Dr. Salazar, the Portuguese Premier, though friendly to Britain, is striving to keep his country neutral. The Azores are about 800 mile west of the mainland of Portugal.



The important strategic value of our bases loaned to the United States is increasingly emphasized by the Battle of the Atlantic. Other Atlantic keypoints are, so far, neutral. They are the Azores, Madeira and Cape Verde Islands, belonging to Portugal, and the Canaries (Spanish).
Map by courtesy of the "Star"; Photo, Planet News

Following Senator Pepper's speech and repeated allusions in the American Press to German intentions to occupy the Portuguese islands, Dr. Salazar, the Portuguese Premier, issued a Note declaring that up to the present there had been no request or suggestion whatever regarding the eventual use of ports or bases on Portuguese coasts or islands by any belligerent or other Power, and that his government was concerning itself with the defence of the three Atlantic archipelagoes (the Azores, Cape Verde and Madeira), and were reinforcing the existing garrisons. President Roosevelt's references to the islands in his speech on May 27 were also received with considerable resentment in Portugal, suggesting that the Portuguese do not fully realize the dangers which threaten them. It is surely obvious that, in the event of a clash with Germany, Portugal would be quite incapable of putting up any effective resistance; her safeguard today, as it has been for centuries past, lies in her alliance with Britain. The garrison of the Cape Verde Islands, it is interesting to note, was stated in 1937 to consist of three officers and 144 other ranks—hardly sufficient to beat off a single Nazi troop-carrying plane.

Between Madeira and the Cape Verde Islands lie the Canaries: 2,807 square miles, with a population of perhaps 660,000. The islands are regarded as an integral part of Spain, and they are divided into two provinces named from their respective capitals, Santa Cruz de Tenerife and Las Palmas. Las Palmas in the island of Grand Canary is the third most important port of Spain, and in tonnage the first. It has a deep harbour, capable of being used by the largest ships and also by seaplanes.

Importance of Dakar

Directly opposite the Cape Verde Islands, on the African mainland, lies Dakar, seat of the Governor-General of French West Africa, and an important naval base and military and air station, as well as a commercial centre. In its harbour are reported to be lying some of the principal ships of the French Navy, including the battleship Richelieu, the cruisers Georges Leygues, Montcalm, and Gloire, some destroyers, and several submarines. The Richelieu was severely damaged in the Free French and British attack on the port on September 23, 1940, but it is now said to have been repaired. These ships would be of inestimable value to Hitler in waging the Battle of the Atlantic, and the increasing subservience of the Vichy Government and the oft-shown anti-British attitude of Admiral Darlan makes it likely that he may well succeed in laying his hands upon them.

From Dakar Hitler might expect to seize with a minimum of difficulty the groups of islands which we have just described; still more important, since Dakar is only just over 2,500 miles by air from the Brazilian coast, South America would be brought within range of his giant bombing planes.

It is not surprising, then, that the United States, through its President, has now made it clear beyond a doubt that a Nazi descent on Dakar, or even effective collaboration between the French authorities there and the Nazis, would be resisted by force of American arms. The same is true, indeed, of the other Atlantic outposts that have been mentioned. America, in effect, has declared that her safety zone extends to the opposite shores of the Atlantic, and that she will regard herself in danger—and act accordingly—if Nazi forces effect a lodgement on any part of the great arc which sweeps from New York through Canada to Greenland, Iceland, and then via Britain to the Portuguese and Spanish islands, and so on to Dakar. In all that vast area President Roosevelt, speaking for all the republics and countries of the Americas, has put up a "Keep Out" notice to Nazi trespassers.

Our Diary of the War

SATURDAY, MAY 31, 1941 *637th day*

Africa.—Sfax harbour, Tunisia, bombed by R.A.F. Night attack on Benghazi.

S.A.A.F. bombed enemy motor transport, tents and buildings near Ghimbi, Abyssinia.

Near East.—British withdrawal from Crete continued, protected by R.A.F. and S.A.A.F. fighter patrols. Seven German bombers destroyed. Heavy night attack on aerodromes at Maleme and Heraklion.

Iraq.—Rashid Ali having fled to Iran, Iraqis signed armistice with Britain.

Home.—Night raid on Merseyside, points in N. Wales and in south and west of England. Three enemy bombers destroyed.

SUNDAY, JUNE 1 *638th day*

Sea.—H.M. armed merchant cruiser Salopian reported sunk.

Africa.—Two Junkers brought down over Tobruk. Night bombing attack on Benghazi.

Near East.—War Office announced that some 15,000 troops had been withdrawn to Egypt from Crete. Evacuation continued.

Iraq.—British troops entered Baghdad.

Home.—Heavy night raid on Manchester. Bombs also fell at widely separated places elsewhere. Enemy fighter shot down in sea.

Clothes Rationing Order announced to be in force.

Announced that London's War Weapons Week totalled £123,960,000.

MONDAY, JUNE 2 *639th day*

Air.—Coastal Command made daylight raid on shipping in Kiel Canal and objectives in Schleswig-Holstein. Supply ship sunk off Norway.

Night raids on Düsseldorf, Duisburg-Ruhrort, Berlin, and docks at Ostend and St. Nazaire.

R.A.F. fighters made sweep over Northern France and Channel, attacking motor transport, aerodromes and an E-boat.

Africa.—Our troops reported to be active at Tobruk and in Sollum area. Benghazi raided at night.

Operations continuing in Lakes area, Abyssinia. Stated that in Soddu area remainder of 16th Italian Colonial Battalion had been rounded up.

Near East.—State of siege proclaimed in Eastern Syria.

R.A.F. shot down Junkers troop-carrier off Malta.

Home.—Slight enemy activity off British coasts. Bombs fell at point in north-east. At night bombs fell at places in north and north-east England and in West Midlands. Three raiders destroyed.

General.—Hitler and Mussolini met at the Brenner Pass.

TUESDAY, JUNE 3 *640th day*

Air.—R.A.F. fighters attacked enemy troops in Northern France and shipping in Channel.

Africa.—Following reconnaissance by Maryland aircraft, R.A.F. bombers attacked enemy convoy, escorted by destroyers, off Tunisian coast. One ship blown up, one left burning, others damaged.

Another night raid on Benghazi. Maritza aerodrome, Rhodes, attacked. S.A.A.F. attacked landing-ground at Ganbut, Cyrenaica.

Iraq.—British troops occupied Mosul. Martial law declared in Baghdad following serious rioting.

Near East.—Petrol dump at Beirut bombed by R.A.F.

Home.—Bombs fell by day at south-coast town and elsewhere. At night raiders were over districts in east, north-east and south-west England. Three night raiders destroyed.

Six day and five night raiders destroyed.

General.—Former German Kaiser, Wilhelm II, died at Doorn, Holland.

THURSDAY, JUNE 5 *642nd day*

Sea.—Admiralty announced sinking of H.M. trawler Ben Gairn and drifter Jewel.

Air.—Sunderland flying-boat shot down German seaplane in Atlantic.

Africa.—R.A.F. raided Benghazi by night, causing many fires and explosions.

Near East.—Italian aircraft at Aleppo aerodrome attacked by R.A.F.

Home.—Small number of enemy aircraft flew over parts of Scotland during the night, causing slight damage and few casualties.

PRESIDENT ROOSEVELT'S PROCLAMATION OF NATIONAL EMERGENCY

WHEREAS a succession of events makes it plain that the objectives of the Axis belligerents in such (the present European) war are not confined to those avowed at its commencement, but include the overthrow throughout the world of the existing democratic order and the world-wide domination of peoples and economies through the destruction of all resistance on land, sea, and in the air ;

And whereas indifference on the part of the United States to the increasing menace would be perilous, and common prudence requires that for the security of this nation and of this Hemisphere we should pass from peacetime authorizations of military strength to such a basis as will enable us to cope instantly and decisively with any attempt at the hostile encirclement of this Hemisphere, or the establishment of any base for aggression against it, as well as to repel threat of predatory incursion by foreign agents into our territory and society ;

Now, therefore, I, Franklin D. Roosevelt, President of the United States of America, do proclaim that an unlimited national emergency confronts this country which requires that its military, naval, air, and civilian defences be put on a basis of readiness to repel any or all acts or threats of aggression directed towards any part of the Western Hemisphere.

I call upon all loyal citizens engaged in production for defence to give precedence to the needs of the nation to the end that a system of government that makes private enterprise possible may survive.

I call upon all loyal workmen, as well as employers, to merge their lesser differences in the larger effort to ensure the survival of the only kind of government which recognizes the rights of labour or capital.

I call upon loyal State and local leaders and officials to cooperate with the civilian defence agencies of the United States to assure our internal security against foreign-directed subversion, and to put every community in order for a maximum of productive effort, a minimum of waste and unnecessary frictions. I call upon all loyal citizens to place the nation's needs first in mind and in action to the end that we may mobilize and have ready for instant defensive use all of the physical powers, all of the moral strength and all the material resources of this nation.

General.—Lt.-Gen. Sir J. H. Marshall-Cornwall appointed G.O.C.-in-C. in Egypt.

WEDNESDAY, JUNE 4 *641st day*

Air.—R.A.F. continued attacks on enemy shipping and coastal targets. Three raids on Boulogne. Hits on Zeebrugge mole. During patrols over Channel and Straits one enemy bomber and three fighters were destroyed.

Africa.—Cairo announced that there had been stern fighting round Debarech, Abyssinia, recently captured by Patriot forces.

Near East.—Stated that German infiltration into Syria continued by land, sea and air.

R.A.F. bombed aerodrome at Kattavia, Rhodes by night.

Heavy night raid on Alexandria.

Home.—Bombs fell during day at a place on N.E. coast of Scotland. Heavy night raid on a West Midlands area. Other enemy machines reported over districts in north-east, East Anglia, and south-east.

FRIDAY, JUNE 6 *643rd day*

Sea.—Admiralty announced sinking of three enemy supply ships and an armed trawler in the Atlantic after destruction of Bismarck.

Africa.—R.A.F. bombers made heavy night attack on the harbour at Benghazi and the aerodrome at Derna.

S.A.A.F. in action in Abyssinia.

Home.—Slight enemy air activity during daylight ; bombs dropped by single aircraft at two points in N.E. England.

By night bombs were dropped in S.E. and S.W. England, and in one London district by a single enemy plane.

SATURDAY, JUNE 7 *644th day*

Sea.—Admiralty announced loss of H.M. submarine Undaunted.

Air.—R.A.F. fighter aircraft carried out offensive daylight patrols over Straits of Dover and occupied territory.

Aircraft of Bomber Command attacked convoy of enemy supply ships off Holland, two ships being hit and set on fire and others damaged. Attacks were also made on a supply ship off Norway.

Night attacks were made by the Bomber Command on the docks at Brest and by the Coastal Command at Bergen.

Africa.—In Abyssinia E. and W. African troops crossed River Omo and captured 2,000 prisoners and 20 guns.

Artillery on both sides active at Tobruk ; vigorous patrolling in Sollum area.

Announced from Cairo that South African forces were in Egypt.

Near East.—Heavy night raids on Alexandria caused considerable damage and heavy casualties in residential quarters. One enemy aircraft shot down.

Home.—Night bombing attacks on convoy in Straits of Dover beaten off without damage to convoy or escort ; two German aircraft shot down.

General.—Announced that, by arrangement with French authorities, U.S. Navy will maintain daily patrol of Martinique and Guadeloupe.

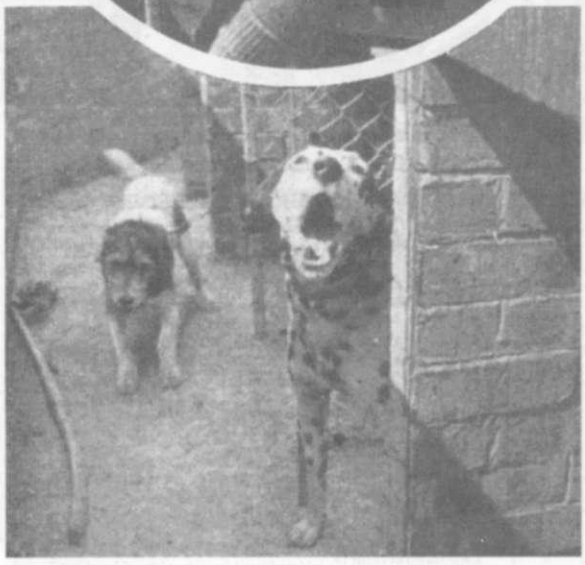
When the first food ship for Britain under the Lease and Lend Bill arrived, it was welcomed by Lord Woolton, who is seen above (with stick) examining some of the eggs he is going to ration. *Photo, Wide World*

Dumb Friends at the Noisy Front

"Peggy" is wondering what it's all about, after being rescued uninjured from underneath a mass of rubble which was her South London home. "Peggy's" house suffered a direct hit.

"Beauty" by name and nature, this wired-haired terrier wears the badge of the People's Dispensary for Sick Animals, and has been awarded a medal for finding animals buried under debris.

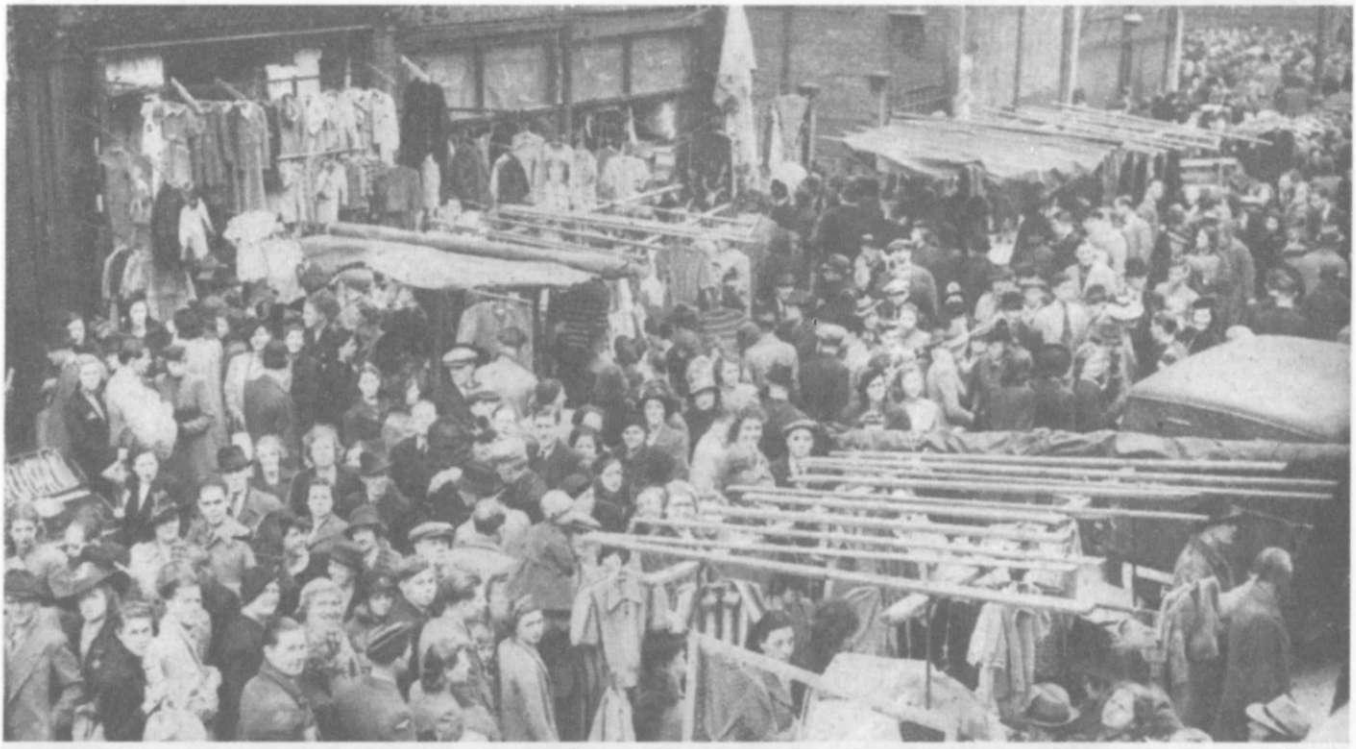
"Is he one of us?" says "Convoy," looking somewhat critically before making friends with the Indian Sepoy. This pet monkey, who "joined up" somewhere in Eritrea, has travelled thousands of miles with her dispatch-rider friend.



"All Clear!" howls "Dismal Desmond," though it is a bit boring to be fastened to this air-raid shelter in Kensington Gardens. Lovers of animals may rest assured that everything is being done by the P.D.S.A. and R.S.P.C.A. to alleviate their suffering as a result of the blitz. Right: "Joey," a young kangaroo mascot "attached" to the Australians in Malaya. Thought to have been left behind, he made sure of putting his kick into the war.

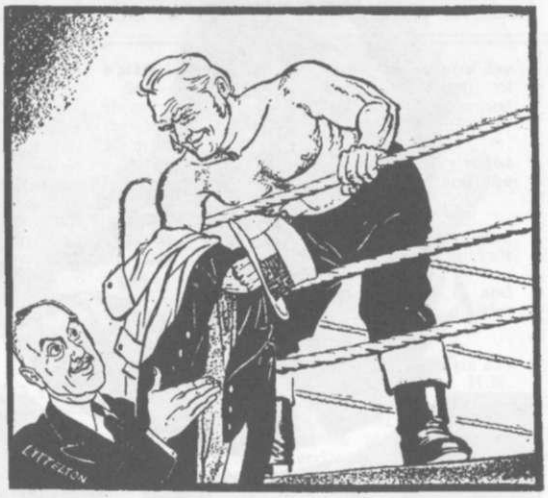
Photos, "Daily Mirror," Fox, and British Official

No New Clothes Now Without Coupons!



PETTICOAT LANE, London's famous street market, as it appeared on the morning of June 1, 1941, when clothes rationing came into effect. Not many people, however, had brought their ration books with them.

Above, clipping coupons from a customer's book in a Knightsbridge store. *Photos, Associated Press, Fox, and Planet News*



STRIPPED FOR ACTION
From the cartoon by Zec, by permission of the "Daily Mirror"

RATIONING OF CLOTHING: NUMBER OF COUPONS NEEDED

On June 1, Mr. Oliver Lyttelton, President of the Board of Trade (below, left), announced his scheme for the immediate rationing of clothing, including footwear. Each person will have 66 clothing coupons to last for twelve months

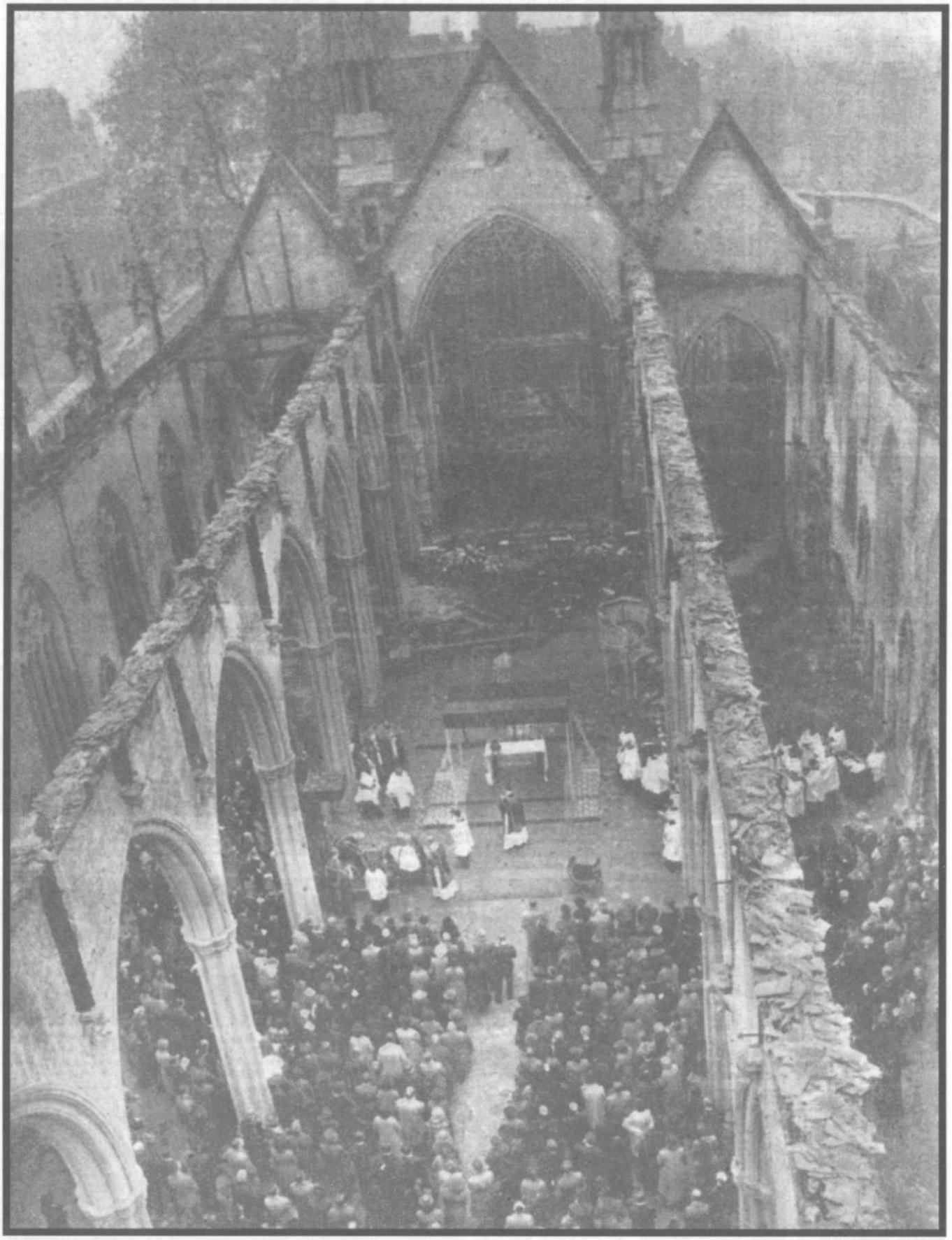
MEN and BOYS	Adult	Child
Unlined mackintosh or cape	9	7
Other mackintoshes, or raincoat, or overcoat	16	11
Coat, or jacket, or blazer or like garment	13	8
Waistcoat, or pull-over, or cardigan, or jersey	5	3
Trousers (other than fustian or corduroy)	8	6
Fustian or corduroy trousers	5	5
Shorts	5	3
Overalls, or dungarees or like garment	6	4
Dressing-gown or bathing-gown	8	6
Nightshirt or pair of pyjamas	8	6
Shirt, or combinations—woollen	8	6
Shirt, or combinations—other material	5	4
Pants, or vest, or bathing costume, or child's blouse	4	2
Pair of socks or stockings	3	1
Collar, or tie, or pair of cuffs	1	1
Two handkerchiefs	1	1
Scarf, or pair of gloves or mittens	2	2
Pair of slippers or goloshes	4	2
Pair of boots or shoes	7	3
Pair of leggings, gaiters or spats	3	2

CLOTH. Coupons needed per yard depend on the width.

WOMEN and GIRLS	Adult	Child
Lined mackintoshes, or coats (over 28 in. long)	14	11
Jacket, or short coat (under 28 in. long)	11	8
Dress, or gown, or frock—woollen	11	8
Dress, or gown, or frock—other material	7	5
Gym tunic, or girl's skirt with bodice	8	6
Blouse, or sports shirt, or cardigan, or jumper	5	3
Skirt, or divided skirt	7	5
Overalls, or dungarees or like garment	6	4
Apron, or pinafore	3	2
Pyjamas	8	6
Nightdress	6	5
Petticoat, or slip, or combination, or cami-knickers	4	3
Other undergarments, including corsets	3	2
Pair of stockings	2	1
Pair of socks (ankle length)	1	1
Collar, or tie, or pair of cuffs	1	1
Two handkerchiefs	1	1
Scarf, or pair of gloves or mittens, or muff	2	2
Pair of slippers, boots or shoes	5	3

KNITTING WOOL. 1 coupon for two ounces.

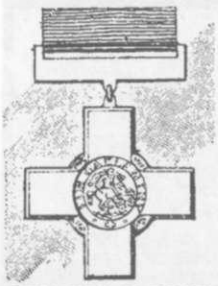
Ancient Faith Triumphs Above New Ruin



ST. GEORGE'S R.C. CATHEDRAL, SOUTHWARK, was gutted by fire during one of the recent German air raids on London. But though the Germans have destroyed churches and cathedrals by the score, they cannot destroy the faith which brought them into being. Here, in front of a temporary altar, Archbishop Amigo, Bishop of Southwark, sang Pontifical High Mass on Whit Sunday, June 1, 1941. This impressive photograph bears out a saying by General Joffre in 1917: "The German is the discipline of fear; ours is the discipline of faith—and faith will triumph."

Photo, "News Chronicle"

They Have Won Honours in Freedom's Cause



THE GEORGE CROSS

Mr. H. J. Savage, G.M., for putting out fire started by incendiaries in a railway wagon containing explosives.

Mr. Edward E. Hayes, A.R.P., **G.M.,** for rescuing injured men from a burning ship at a London dock quay.

Mr. W. T. Whitlock, L.M.S. Home Guard, **G.M.,** for saving life of his Section Leader, although injured himself.

Mr. P. Whitting, late Dpy. Chief Warden, Hammersmith (now Pilot-Officer), **G.M.,** for splendid rescue work.

THE GEORGE MEDAL

Mr. C. J. Ditch, of the Gas Light & Coke Co., **G.M.,** for showing conspicuous bravery in tackling fire-bombs.

Mr. A. Webb, also of Gas Light & Coke Co., **G.M.,** for saving a comrade in danger of being burnt to death.

Mr. F. Harlow Tritt, A.R.P., **G.M.,** for saving a family of four trapped under wreckage of a bombed house.

Mr. James Wood, A.R.P., **G.M.,** for working eleven hours with Mr. Tritt in their heroic task of rescue.

Mr. T. Higgins, Gas Light & Coke Co., **B.E.M.,** for putting out blazing gas-holder while bombs were still falling.

Mr. A. E. Page (M.M.), **G.M.,** for putting out fires in burning gas-holders by turning off red-hot valves.

Sister G. Seeley, R.R.C., for attending wounded at Dunkirk where she was herself injured.

Miss J. Westerby, Coventry A.R.P., **M.B.E.,** for making eleven journeys under enemy bombs.

Mrs. Jane Hepburn, A.R.P. ambulance attendant, **G.M.,** for rescuing soldiers injured in a raid.

Mrs. Dorothy Clarke, A.R.P., **G.M.,** first woman presented by the King with this medal.

Nurse Violet E. Reid, G.M., for rescuing other nurses after their hospital had been heavily bombed.

Nurse P. Marmion, of the Royal Chest hospital, **G.M.,** for rescuing patients on two occasions.

Sub-Officer G. Nicholls, of Peckham A.F.S., **O.B.E.,** for rescuing a trapped person.

Chief Fire Officer Collier, G.M., for devotion to duty, though hurt in Coventry raid.

Miss Ethel Martin, A.F.S. telephonist, **O.B.E.,** for remaining at her post during a heavy blitz.

Miss Margaret Hay, A.F.S., **O.B.E.,** for conspicuous bravery in a telephone room.

Patrol Officer G. H. Wright, G.M., for gallantry in fighting a fire at Plymouth.

Leading Fireman G. C. Lidstone, G.M., for gallant conduct at Plymouth.

Actg. Sqdn.-Ldr. A. H. Smythe, D.F.C., for bombing military objectives in Germany.

Sergt. Pilot K. Newton, D.F.M., for conspicuous courage in performance of air duties.

Sergt. G. R. Ross, of the R.N.Z.A.F., **D.F.M.,** for great skill in bombing the Scharnhorst.

Sergt. Pilot K. I. Street, D.F.M., for diving to three hundred feet in attack on Scharnhorst.

Pilot-Officer L. P. Massey, D.F.C., for locating and attacking a Heinkel 115 in the North Sea.

Wing-Cdr. L. Sinclair, R.A.F., **G.C.,** for rescuing an air-gunner from a burning bomber.

THE D.F.C.

Wing-Cdr. T. G. Pike, D.F.C., for intercepting and destroying at least four enemy aircraft at night.

Sergt. A G T. L. Mumby, R.A.F., **D.F.M.,** for skilful and courageous service in action against the enemy.

Sqdn.-Ldr. A. Hibberd, D.F.C., for bravery. He was killed in a car accident on his way to Buckingham Palace.

Sqdn.-Ldr. P. B. B. Ogilvie, D.S.O., for carrying out most valuable daylight reconnaissance work.

THE D.F.M.

I Was There! .... Eye Witness Stories of the War

How Our Catalina Shadowed the Bismarck

American-built Catalina flying-boats of the R.A.F. Coastal Command played a vital part in the tracking down of the ill-fated Bismarck. On occasion they encountered heavy fire from the battleship, as the following story by one of the pilots relates.

THE Bismarck was discovered in the Norwegian fiords and attacked in a storm by American-built Hudsons. Later on, when she was sighted by ships of the Royal Navy in the North Atlantic, shadowing was taken up by a Sunderland flying-boat, which subsequently witnessed the first engagement between the British and German forces. This Sunderland was relieved by a Catalina, which continued to shadow the Bismarck as she fled southward.

From this time onwards Catalina flying-boats cooperated with H.M. ships in keeping a watch on her every movement and device to evade close action. The Catalinas quartered the sea, so that there was the scantiest possibility of the Bismarck's avoiding detection for any length of time. As the captain of one of the flying-boats said, "We swept the seas in gigantic patterns, hopping from cloud to cloud."

But the Catalinas had to break cloud now and then. Their crews paid high tribute to the A.A. armament and the skill of the German gunners. A flying-boat might leave cloud for only a few seconds, but that was sufficient for the enemy guns to come into action and surround the aircraft with bursting shells.

The pilot of one Catalina which ran into heavy fire from the Bismarck told the following story:

We left our base at 3.30 in the morning, and we got to the area we had to search at 9.45. It was a hazy morning with poor visibility, and our job was to regain contact with Bismarck, which had been lost since early Sunday morning. About an hour later we saw a dark shape ahead in the mist. We were flying low at the time. I and the second pilot were sitting side by side and we saw the ship at the same time. At first we could hardly believe our eyes. I believe we both shouted "there she is," or something of the sort.

There was a forty-knot wind blowing and a heavy sea running and she was digging her nose right in, throwing it white over her bows. At first, as we weren't sure that it was an enemy battleship, we had to make certain, so we altered course, went up to about 1,500 feet into a cloud, and circled. We thought we were near the stern of her, when the cloud ended and there we were, right above her. The first we knew of it was a couple of puffs of smoke just outside the cockpit window, and a devil of a lot of noise, and then we were surrounded by dark brownish black smoke as she pooped off at us with everything she'd got. She'd been supposed to have only eight anti-aircraft guns, but fire was coming from more than eight places—in fact she looked just one big flash. The explosions threw the flying-boat about and we could hear bits of shrapnel hit the hull. Luckily only a few penetrated.

My first thought was that they were going to get us before we'd sent the signal off, so I grabbed a bit of paper and wrote out the message and gave it to the wireless operator. At the same time the second pilot took control and took avoiding action. I should say that as soon as the Bismarck saw us she'd taken avoiding action too, by turning at right angles, heeling over and pitching in the heavy sea.

When we'd got away a bit we cruised round while we inspected our damage. The rigger and I went over the aircraft, taking up floor boards and thoroughly inspecting the hull. There were about half-a-dozen holes, and the rigger stopped them up with rubber plugs. We also kept an eye on the petrol gauges, because if they were going down too fast, that meant that the tanks were holed and wouldn't stand much chance of getting home. However, they were all right, and we went back to shadow Bismarck. There we met another Catalina. She'd been searching an area north of us when she intercepted our signals, and closed. On the way, she'd seen a naval force, also coming towards us at full belt through the heavy seas. They were part of our pursuing fleet.

When we saw this Catalina I went close alongside. I could see the pilot through the cockpit window and he pointed in the direction the Bismarck was going. He had come to relieve us and it was just as well, because the holes in our hull made it essential to land in daylight.

We landed after half-past nine at night, after flying for just over eighteen hours. But one of our Catalinas during this operation set up a new record for Coastal Command of 27 hours on continuous reconnaissance.

This Pilot Officer is captain of one of the Catalina flying-boats which shadowed the Bismarck. His remarkable story is given in this page. *Photos, British Official: Crown Copyright*

The American-built Consolidated Catalina Patrol Bomber Flying-boat, now in service with the Coastal Command, is fitted with rear gun "blisters," which, as can be seen, give the air gunner a good traverse.

I Saw One Vast Explosion—The Hood Had Gone

The end of the 'mighty Hood' was described as an almost unbelievable nightmare by Reuter's special correspondent, who was on the bridge of one of our warships when the Hood went down with her guns still firing.

THE "Battle of the Giants" was the climax to a chase by Hood and Prince of Wales with their accompanying destroyers at top speed to prevent the Bismarck breaking out into the Atlantic to attack convoys. The pursuit began off Iceland, and continued hour after hour in the eerie half-light of the Arctic night.

The cruisers Suffolk and Norfolk, which had been shadowing the Bismarck since she left Bergen, kept Hood and Prince of Wales and others informed of her movements, and so helped them find their quarry.

It did not get dark at any time that night. Until two or three o'clock it was nearly as light as day; then for the next few hours a leaden greyness settled down and it was like a dull winter's afternoon in Britain. It was expected to contact the Bismarck at about 2 a.m., but at the last moment she altered course. For four more hours Hood and Prince of Wales continued on a course roughly parallel to the enemy's. Blinding snowstorms lashed the black sea, and at times visibility fell to a few yards. Then, as if Nature were taking a hand, this curtain suddenly lifted. There was the dark sea, and there in the sombre, murky light of dawn appeared two black specks on the horizon—the Bismarck and her accompanying cruiser.

For some minutes our ships steamed on towards the Germans to shorten the range. They, too, turned in towards their pursuers,

Midshipman William Dundas, aged 17 (right), and Able Seaman R. Tilburn are two of the only three known survivors from H.M.S. Hood. They were landed in Iceland.

Photos, "News Chronicle" and "Daily Express"

I WAS THERE!

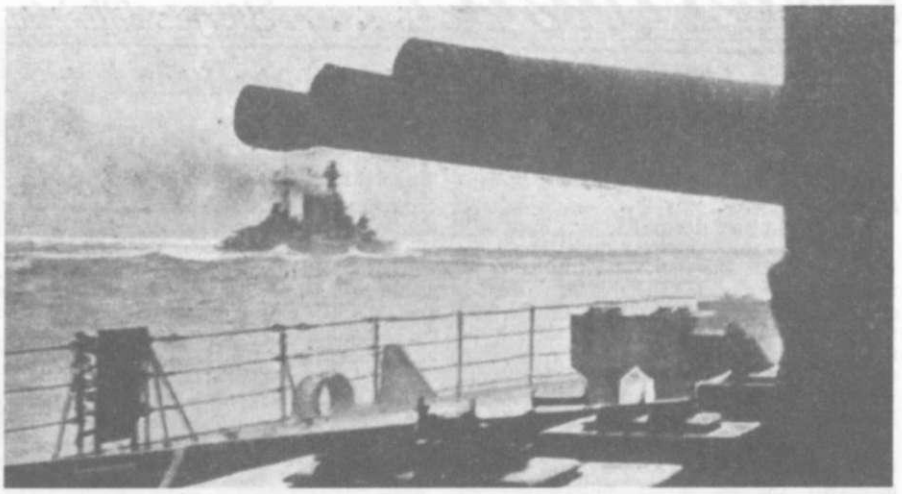
so the world's biggest warships were thundering towards one another at a combined speed of probably over 60 miles an hour. The tension of waiting for the battle to begin became acute.

"Open fire" was ordered by signal, and almost simultaneously with the order orange-gold flame belched with a roar from Hood's forward guns. Within three seconds puffs of black smoke shot out from the Bismarck; she had also opened up.

Prince of Wales's guns then began firing. Dense clouds of yellow cordite smoke enveloped her bridge, momentarily blotting out the view. To the left Hood, two or three hundred yards away, was still surging forward on a parallel course. Fountains of water shot up in her wake—the first about a hundred yards astern, the second fifty. Hood thundered on, leaving the subsiding water rapidly behind. The shell or shells appeared to fall just ahead of one of her after 15-in. gun turrets, and a large fire broke out, with thick black smoke. Hood continued to fire and to race forward.

What happened next was a sickening sight. There was a terrific explosion, and the whole of the vast ship was enveloped in a flash of flame and smoke which rose high into the air in the shape of a giant mushroom. Sections of funnels, masts and other parts were hurled hundreds of feet into the sky, some falling on the ship.

Hood's bow tilted vertically into the air, and three or four minutes after she was hit all that remained, apart from bits of wreckage, was a flicker of flame and smoke on the water's surface.



H.M.S. HOOD going into action in Denmark Strait: a last photograph of the battleship seen beyond the guns of H.M.S. Prince of Wales. *Photo, Wright & Logan*

A destroyer was diverted to rescue work, and picked up three of the ship's company—two seamen and a midshipman.

All this time Prince of Wales had continued firing at the Bismarck, and more than once spurts of water showed that she was straddled. Again the Bismarck's shells fell near the Prince of Wales, but no serious damage had been done. Then the Bismarck turned away, but only to be pursued all that day and night and next day over the Atlantic at high speed.

Our Guns Wrecked a German Armada Off Crete

The first German attempt at a sea-borne invasion of Crete was completely broken up by units of the British Navy, including H.M.S. Ajax. That night no Germans landed in Crete, as the captain of one British cruiser here makes clear.

We arrived off Crete shortly before midnight on May 21 expecting that the enemy would try to land troops by sea.

We were steaming eastward when suddenly our destroyer screen opened fire on a darkened ship. Our destroyers' fire was very effective, and a great bonfire appeared on the ocean—apparently a merchantman ablaze.

The first ship sighted was the Italian destroyer, which was at very close range. Her identity was doubtful at first owing to her similarity to our own single-funnellers, but a searchlight picked out her flag and immaculate paintwork, which suggested many months in harbour.

We opened fire with our pom-poms, whereupon the Italian destroyer launched five torpedoes. During the ensuing avoiding action our fire was masked, but another cruiser was able to get a clear sight, and gave a full six-inch broadside, all of which were seen to hit.

A violent explosion occurred on board the enemy ship, and she went down. Throughout she never fired her guns.

The admiral then led the squadron through what appeared to be the middle of the convoy.

A large number of caiques (small Greek ships), probably 40, each carrying at least 100 Nazis, were then sunk by ramming. A small steamer was also sunk. We left her burning.

Some of the caiques tried to evade the attack by hiding the soldiers they were carrying below decks and flying the Greek flag. Others retaliated with rifle and machine-gun fire.

The sweep was continued northwards until no more caiques could be picked up by our searchlights.

On a subsequent sweep we passed large numbers of Germans clinging to wreckage and shouting for help. But the possibility of enemy E-boats catching us at a disadvantage did not permit of our rescuing the survivors.

The havoc we wrought was so great that no Germans managed to land in Crete that night. It was mass execution.

Other officers who returned from the battle agreed that the whole Axis armada had been entirely at the mercy of the Navy's guns. One officer said:

We turned everything on them from pom-poms to six-inch guns and other heavy stuff. The night was filled with screams as the terrified Germans plunged into the sea.—*Reuter.*

Greek coasting vessels in Corfu harbour. Many such craft, each carrying a hundred Nazis, were rammed by our naval forces in the Crete battle. *Photo, Mrs. T. Muir*

We Saw Troop-Carriers Come in Over the Sea

How Nazi air-borne troops and parachutists, some of them on fire in mid-air, landed in waves over Crete, was told by one of a small British garrison who were cut off and had to make their escape by sea.

A British soldier, who came from Bromley, Kent, was in Heraklion (Candia) when the Germans began their invasion on May 21. He said:

At first we thought it was an attack on the aerodrome, but soon afterwards the German raiders were diving low and machine-gunning the town itself.

Then the parachute troops arrived. The skies seem to be hidden by them.

We saw the troop-carriers coming in low over the water and trailing their gliders—then gaining height and dropping their parachutists in the neighbourhood. We could see the troops quite clearly, and some of them dropped to the ground and were killed instantly as their parachutes failed to open properly.

Others caught fire as they left the planes and became tufts of sparkling fire and smoke. They were burned to death as they fell, and their bodies thudded to earth, their parachutes disappearing in cinders.

A message came from the garrison for us to go to a certain point. We did so and found our way cut off by the enemy who had taken the position with their Tommy guns. All we could do was to turn back towards the fort which was held by Australians.

As more troops landed from the air they

I WAS THERE!

consolidated their hold on the aerodrome and on the approaches to the fort, which became isolated. We were then ordered to leave the town and we broke into two parties. We were machine-gunned on our way to the sea.

We could see troop-carrying planes coming in towards the island 30 or 40 feet above the water, nine at a time—then another nine. They made towards the town and circled round, but the anti-aircraft fire was hitting them hard, and setting them on fire while they did so. Ten were shot down in the afternoon. One crashed into the water and there were no survivors. Another plane, with six or seven parachutes dangling like flies on a string behind it, disappeared into the sea. The parachutes were coloured black and white. The paratroops even fired their tommy-guns while they were coming down.

We set out to escape in our boats, and the Germans fired at us across the harbour—at this time the anti-aircraft gunners had run out of ammunition. But we got round the harbour in our boats.

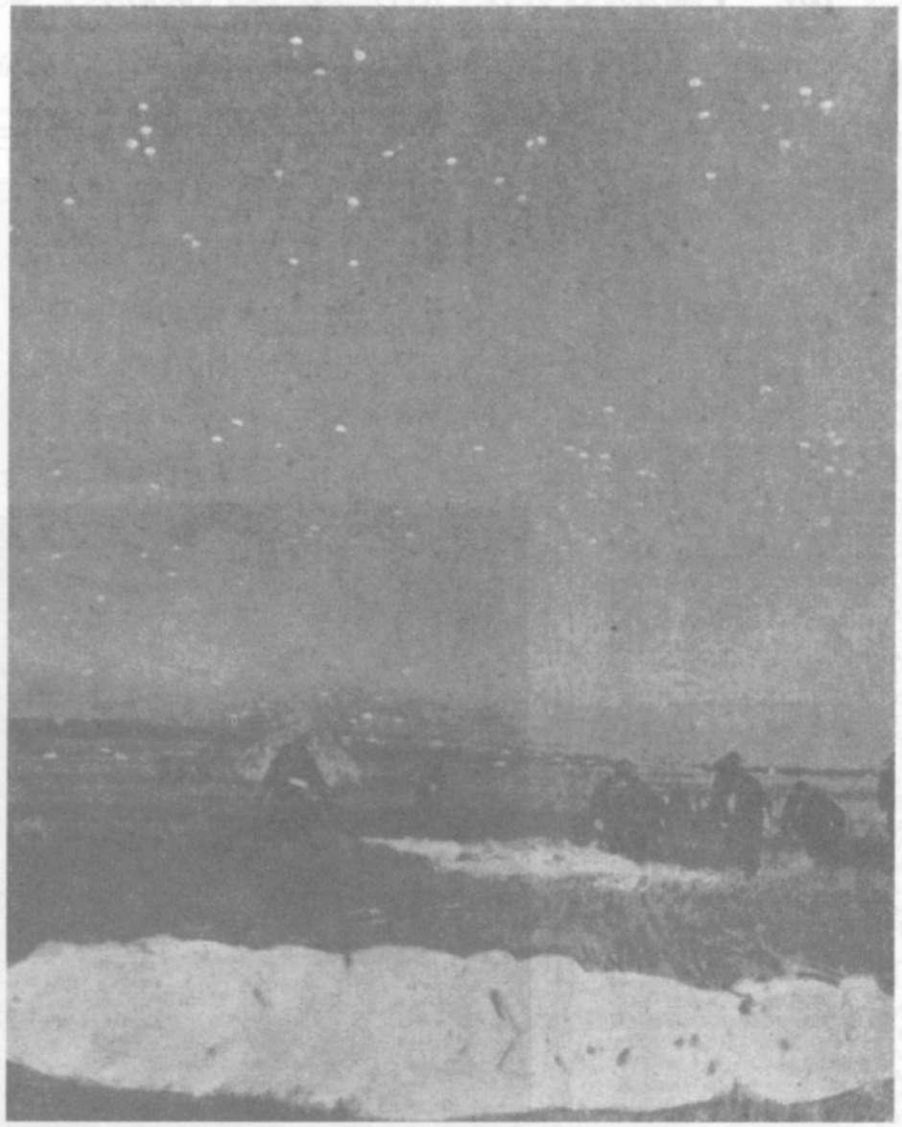
No one talked or lit matches, and we took turns at rowing, keeping the land in sight all the time. Three hours later we heard the drone of engines, and two destroyers came up while a cruiser turned her searchlight on us. All guns were trained on us, and then they called to us.

I shouted, "We're English, sir," and the captain of one of the destroyers answered me. "What are you doing here?" "We were cut off by parachutists at Candia," I yelled back. "All right, pull in alongside the destroyer," came the answer. I and 12 others got aboard, while the others boarded other destroyers. All that night we spent cruising off Candia with the destroyers and cruisers. On the next evening we cruised around, looking for the expected invasion fleet between the Dodecanese and Crete, but all was quiet.

On Friday morning we found some barges which were trying to get through, but we just tipped them over, firing our pompoms at them in the meantime.

We saw the Germans and Italians floundering in the water, their faces black with oil. An Italian cruiser hoisted a white flag just as it was hit by one of our guns. The Germans and Italians were yelling for help, and wreckage was all over the place. Thousands were struggling in the sea without the slightest chance of rescue unless they were cross-Channel swimmers.—*British United Press.*

Near Heraklion, Crete, this once remote and peaceful peasant hut is now engulfed in the horrors of Nazidom. *Photo, Wide World*



MASS ATTACK BY PARACHUTISTS, some of whom have reached land and are organizing themselves, while others slowly descend. Many thousands of such parachutists were employed in Crete. They are attached to the Luftwaffe, not the Reichswehr. *Photo, E.N.A.*

Siftings From the News

Hitler prohibited all travel, even for private purposes, by persons in his entourage, after Hess' escape.

Over 70,000 binoculars received as result of Ministry of Supply's appeal for the Services.

German lessons have been made compulsory in Greek schools.

Waiting list of 800 passengers for British Airways service from Lisbon to England.

More than 230 acres of London's Royal Parks have been "dug for victory."

Hours of work in the Civil Service are being increased to average 51 a week.

Rome taxi-drivers are forbidden to drive people to theatres, cinemas, racecourses or weddings.

Dutch are making cigars of beetroot pulp or dried cherry leaves.

Vatican City bureau has traced over 20,000 missing prisoners of war.

K.C.B. conferred on Czech Air Chief, Vice-Marshal General Karel Janousek.

"Great fire damage" admitted by General Milch, appealing to German A.R.P. workers.

Nazi newspaper boasted that Luftwaffe had destroyed Houses of Lords and of Commons.

About 1,300,000 prisoners of war stated by Nazi writer to be working in Germany.

Consumption of tobacco in Britain greatly increased since intensive enemy raids started.

Swiss newspapers prohibited in French unoccupied territory from May 15.

Sole public bar in Vatican City now closed to prevent its use for political conversations.

Germany requested withdrawal of U.S. ambassador in Berlin by June 10.

Three hundred heavy tanks are being built at shops of C.P.R. at Montreal.

War Office has released 10,000 cavalry swords for scrap metal.

Remains of enemy plane were found in ruins of 4-storey block of buildings.

General Bergonzoli ("Electric Whiskers") arrived with 2,000 Italian prisoners at Bombay.

All Dutch men and women from 18 to 25 have to serve six months with Labour Service.

Underground hangars are under construction near Warsaw by order of German authorities.

Nazi airmen are among patients in British hospitals being taught rug-making.

"Eagles Up" is name of film to be made on part played by American pilots in R.A.F.

Dionne Quins presented an ambulance to Ontario Red Cross on their seventh birthday.

Kurt Heinrich Reith, No. 1 Nazi in U.S.A., has been sent to Ellis Island pending deportation.

German Labour Front is to publish papers in Flemish and Dutch for imported workers.

Vichy stated Hitler had relaxed Armistice terms to let France build up a "Continental Air Force for the defence of the Empire."

Max Schmeling, former heavy-weight boxing champion, was reported killed in Crete.

The Editor's Postscript

UNDER the lead of the shameless Darlan, it is merely a question of time before we see the Vichy traitors actively take part in hostilities against France's former allies—an infamy which will smother in abomination the worst betrayals that Hitler's gangsters committed from the Anschluss to the slaughter of Poland. For Hitler had at least a majority of his fellow countrymen behind him in every one of his infamies, whereas the Vichy traitors in no sense represent the unhappy people of France and are merely a group of unscrupulous opportunists eager to hold and increase the simulacrum of power they possess, and ready to deliver their hapless fellow countrymen into perpetual German servitude so long as they can themselves retain positions of eminence in a servile State.

THE sole hope of a rebirth of France abides in De Gaulle. His latest recruit, Colonel Collet with his Circassian Legion, is a good omen. Let us remember that if all who muster to the banner of De Gaulle are no longer officially French, they are at least paladins of freedom, and if a France enslaved is ever to break her chains those are the men to whom she must turn. But there must be no more Dakars, the "Free French" must not hesitate to stand by Britain if she has to turn her arms against the vermin of Vichy, for she will be fighting in the only way that will ever in the lifetime of any of them lead to the restoration of a Free France.

THE "Winnipeg" incident, reported on the Wireless on May 31, when a Dutch warship discovered that this French vessel, fitted for 75 passengers, was crammed with six hundred, many of them Nazis proceeding to Martinique to organize that French colony for the Hitler-Darlan alliance . . . this sinister episode indicates how deeply Darlan has committed himself to his Nazi masters. He is obviously willing that they should have a Trans-atlantic foothold to menace the Democratic republics of the Western hemisphere. A little man in a big job—no wonder France collapsed with such as he in high places. I may have more to say about this most sinister personality of the War later on.

"TELL me the old, old story!" . . . Let's have a few extracts from T. E. Lawrence, for whom I am developing a somewhat belated, but all the more sincere, admiration. In his after-War years in the Near East, when he was clearing up the mess in the Arab world, he reported to the Colonial Office, Oct. 24, 1921, from Amman, in Trans-Jordan, the Rabbath-Ammon of the Bible, an important base on the Hedjaz Railway as follows:

"The Armoured Cars were not fit for use. We obtained them with some difficulty from the War Office, in the expectation that they would assist in maintaining order in Trans-Jordania. They had not been out of Camp for weeks before my arrival. The cars were in fair mechanical condition. They had no covers or tubes, no mechanical spares, no lamps or batteries, no jacks or pumps, no petrol. For the two cars there were two drivers and two gunners—not enough to man the cars or fight the guns, though in this case it was no matter since there were no gun belts, no ammunition, no gun spares. Of the two drivers, one was a 'second' driver, intended to take over in an emergency. How good he is I do not know. The first driver, who is supposed to be qualified, can drive the car forward but is not good at reversing. He is practising this on the path between the tents. I think the Air Ministry should be informed of the condition of the section before they are called upon to pay the War Office for its maintenance charges."

That referred to British Units: the following to Arab units:

"Externally things are less satisfactory. At first people in Trans-Jordania said we were making an Army to smash them for our own purposes. Then as time went on they said we were purposely creating an inefficient force to give us an excuse for sending British troops across. The reason for this has been the delay in supplying equipment and materials. Uniforms, saddles, machine-guns, rifles, have all been held up. Peake cannot show his men in public till they are reasonably smart and till they have rifles, for in Trans-Jordania every man of military age carries a rifle as a mark of self-respect, and Peake's, the so-called Military Force, is the only unarmed body of men in the country. 'When this is set right public suspicion will go to rest.

THE only comment on the foregoing is that in no country but one under democratic control would such a revelation of a confidential official report have ever been allowed as our Colonial Office did allow Mr. David Garnett to quote in his masterly volume of Lawrence's "Selected Letters."

But even more to the point today—for the British habit of muddling through is still obvious in the latest news from the Near East—is this revealing comment on our quondam friends the French, written from Amman again on November 8, 1921:

"We cannot afford to chuck away our hopes of building something to soothe our neighbour's feelings: and the French have made our job here as difficult as possible—if it is possible at all—by their wanton disregard of the common decencies observed between nations.

Please remind them that they shot Arab prisoners after Meisalun and plundered the houses and goods of Feisal and his friends. The dirty-dog work has been fairly shared, and I thank what gods I have that I'm neither an Arab nor a Frenchman—only the poor brute who has to clean up after them."

How true that is! Britain is just the poor brute that will have to do the cleaning up once more. But what a mess it is going to be this time!

AIR MARSHAL A. W. TEDDER, who has been appointed Air Officer Commanding-in-Chief, Middle East, was born in 1890. He served in France 1915-17 and Egypt 1918-19, and was Air Officer Commanding R.A.F. Far East 1936-38. *Photo, Bertram Park*

THIS is the last day of spring . . . and what a spring! By one of those odd chances that are always happening to me I read in bed this morning some twenty pages of poetry in "The Oxford Book of Modern Verse"—this I often do before breakfast and the morning papers arrive, so that at least I begin the day without worrying about the War. Good idea, I think. Well here's a verse from "The Chestnut Casts His Flambeaux"—there's none of them so far on as that down in my corner of Sussex—by A. E. Housman:

The Chestnut casts his flambeaux, and the flowers
Stream from the hawthorn on the wind away,
The doors clap to, the pane is blind with showers.
Pass me the can, lad; there's an end of May.

THE can has never attracted me, but I've been well-nigh driven to drink by the weather of late. Despite odd days—very odd days—of sunshine and biting winds, I do not recall a fouler May. But it has been only true to type, I gather, as I read in the local paper last week, under the heading "Fifty Years Ago," that a party of Huns—we knew them only as "Germans" then—had come on an interchange visit to some society or other for promoting friendship with a race that has proved itself incapable of friendship and their stay in the town was marred with such boisterous weather that they had to pass most of the time indoors. O, merry month of May! I'm glad to see the last of you and none too hopeful that flaming June will make amends for your delinquencies.

SURPRISED to notice in the "Daily Mail" the other morning that M. Camus, Chef de Cabinet of the Belgian Minister for the Colonies, "has died as the result of a recent air raid in London," as this information was given several months ago and I myself printed it on January 10. It seems strange that the official announcement should have been so long delayed. But actually it was officially announced in the first instance and the need at this late date of repeating it is not apparent. My own interest in the matter arises from my having been on a lower floor of the Carlton Hotel at the moment when M. Camus had the bad luck to be killed, when the fatal bomb fell that ended my very pleasant stay of more than two months at this famous hotel.

JOHN CARPENTER HOUSE.
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